GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

Report of the Uneconomic Branch Lines Committee

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CHAPTER I

INTRODUCTION

On 18th March 1969, during the course of the debate on the Railway Budg the year 1969–70, the then Minister for Railways, Shri Ram Subhag Sing de the following statement, in Lok Sabha :—

> " There has been a unanimous feeling in the House, both in this House well as in Rajya Sabha, that in respect of the Railways which are bei called uneconomical lines and which are supposed to be dismantled, should reconsider and give a second thought to that idea. Having rega to the unanimous feelings that have been expressed in the House—S Deven Sen who is a great union leader also made a mention of it—I f that we should try to increase our earnings by introducing better coach and strengthening the lines. Shri Sonavane also said about Pandharpu He is conversant with that place. That is a very famous place pilgrimage and it is a fact—I have some idea about it—that the pilgri who go there to offer puja at Pandharpur have to undergo a good deal difficulty while travelling in trains. Though the policy so far has be not to improve that line, having regard to the opinions expressed in t House as well as in the other House I propose not to dismantle a Railway line wherever it may exist ".

He further stated,

> " Wherever it is possible, we would try to convert the Narrow Gauge Railw into the gauge of that area. If there is a Metre Gauge, we shall try—I not know how far our resources will permit but as a policy I say that the would not be any dismantling and as far as possible we will keep strengthening those lines and also converting them into the gauge of th area, be it Metre Gauge or Broad Gauge ".

1.02. During the course of the debate, a suggestion was made by a member ri N. P. C. Naidu—that a small committee should be appointed, to go into t rking of those branch lines. This suggestion was accepted by the Minister f ilways. Extracts of the relevant speeches are given in Annexure 1.

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1.03. As a result a Committee called " The Uneconomic Branch Lin mmittee, 1969 " was constituted under Railway Board Resolutions No. E(RB /CO1/27 dated 28th April 1969 and No. E(RB)I/69/CO1/27 dated 12th Ju 69, reproduced in Annexures 2 and 3.

1.04. The Committee, as constituted, consists of the following :—

1. Shri Rohan Lal Chaturvedi, Deputy Minister for Railways ..	Chairman.
2. Shri S. C. Samanta, Member, Lok Sabha	Member.
3. Shri T. K. Patel, Member, Rajya Sabha	Member.
4. Shri N. P. C. Naidu, Member, Lok Sabha	Member.
5. Shri G. C. Baveja, Joint Secretary, Planning Commission ..	Member.
6. Shri K. Narayanan, Joint Secretary, Ministry of Transport ..	Member.
7. Shri J. B. Rao, Officer on Special Duty (Freight Structure), Railway Board.	Member-Secretary.

1.05. The terms of reference of the Committee are—

> "To review the existing procedure and policy regarding identification of uneconomic branch lines and measures taken to improve their working and keeping in view the recommendations made by the Committee on Transport Policy and Co-ordination, the Estimates Committee (1967–68), Tenth Report (Fourth Lok Sabha) and Public Accounts Committee (1968-69) 49th Report, to suggest ways and means of improving the working of the uneconomic branch lines so as to make them economically viable and recommend suitable measures to reduce or eliminate the burden on the Indian Railways of the recurring financial loss of working these uneconomic lines".

1.06. The Committee was inaugurated on 8th May 1969 by the Minister for Railways. Reiterating what he had said in Parliament, he stressed that Railways are not only an earning but also a utility concern and that Railway lines already built should not be dismantled. The inaugural speech is at Annexure 4.

1.07. The Committee, at its first meeting on 8th May 1969, decided that an inspection of as many lines as possible was desirable, in order not only to appreciate their importance but also to understand the local views in regard to the lines under examination. The lines and places visited by the Committee are given in Annexure 5.

1.08. The Committee met the Chief Ministers and/or Ministers concerned of the following States :—

(1) Andhra Pradesh
(2) Assam
(3) Gujarat
(4) Madhya Pradesh
(5) Maharashtra
(6) Orissa
(7) Punjab
(8) Rajasthan
(9) Tamil Nadu
(10) Uttar Pradesh
(11) West Bengal.

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The Committee also met the General Managers and Heads of Departments of various Zonal Railways, as also Railway officials at Divisional level, at most of the Divisional Headquarters.

Several Chambers of Commerce, other organizations and representatives of the public, including Members of Parliament and Members of varoius Legislative Assemblies, met the Committee at various places. A list of the names of the organizations, which met the Commitee, is given in Annexure 6.

The Committee also had a meeting with the Chairman, Railway Board, the Financial Commissioner and Member, Finance (Accounts).

1.09. The Committee, has taken, as the basis for its examination, 77 lines which had been listed by the Railway Board as being uneconomic. This list had been prepared in connection with a Starred Question in Lok Sabha on 8th April 1969, in regard to closure of uneconomic branch lines. The list of these lines, with their lengths as well as years of opening, is given in Annexure 7. The exact location of these lines on the various Railways is given in Annexures 8-A to 8-I, as follows :—

8-A Central Railway
8-B Eastern Railway
8-C Northern Railway
8-D North Eastern Railway
8-E Northeast Frontier Railway
8-F Southern Railway
8-G South Central Railway
8-H South Eastern Railway
8-I Western Railway.

1.10. It may be added that Railways owned by Private Companies—whether managed by the Companies themselves or by Government, are not included in this list, even though they may be uneconomic. This applies to Burdwan—Katwa Railway and Ahmedpur—Katwa Railway also, as they were taken over only recently.

1.11. The Report has been divided into the undermentioned Chapters—

Chapter I	..	Introduction.
Chapter II	..	Historical background.
Chapter III	..	Identification of uneconomic branch lines.
Chapter IV	..	Review of policy.
Chapter V	..	General suggestions.
Chapter VI	..	Recommendations regarding individual lines.
Chapter VII	..	Summary of conclusions and recommendations.

CHAPTER II

HISTORICAL BACKGROUND

The aim of Railway Construction in any part of the world has been to help in encouragement of enterprise, expansion of production, discovery of latent resources, economic development, improvement in social communications and modernization of an area.

2.02. The first Railway line in India was constructed and opened for traffic in 1853.

2.03. The history of development of rail communications in this country has been dealt with in detail in several publications.

The scope of our study is, however, confined to what are called Branch lines as distinguished from the main routes. But, before we go on to discuss the origin and growth of Branch lines, we would like to describe the gauges adopted in our country as it has a bearing on the question of Branch lines.

2.04. The earliest Railways in this country were constructed on the 1.676 metres (5′–6″) gauge, called the Broad Gauge, which, it was intended, should remain the standard gauge. Later, on considerations of economy in the cost of construction some of the lines, particularly those constructed to serve areas subject to recurrent famines, were built on a gauge of 1.00 metre (3′–3-3/8″), called the Metre Gauge. Later, still, various short feeder lines on the 0.762 metres (2′–6) gauge, were added, which, originally, were little more than steam tramways laid on existing roads. In 1880, a still smaller gauge of 0.610 metre (2′–0″) was adopted for the hill Railway to Darjeeling. Other lines, on this gauge, were also subsequently constructed.

There are thus, at present, four gauges as under—

Broad Gauge	..	1.676 metres (5′–6″)
Metre Gauge	..	1.000 metre (3′–3-3/8″)
Narrow Gauge	..	0.762 metre (2′–6″)
Do.	..	0.610 metre (2′–0″).

2.05. As is well known, in the initial stages rail development in this country was financed to a large extent by the British through capital raised in the United Kingdom by private companies registered there. About the year 1890, it was considered necessary to do something special, to encourage building of branch or feeder lines.

The "Branch Line Terms", as they were subsequently known, for the construction of branch or feeder lines of Railways by the agency of such private companies were first published in 1893 and later modified in 1895. In 1896, the Government of India again cancelled the previous Resolutions and notified afresh the concessions they were prepared to give for branch lines ; such concessions being usually limited to lines not exceeding 161 kilometres (100 miles) in length and being inapplicable to longer or more important Railways or to mountain branches. These terms, however, practically failed to attract capital to be invested in branch lines. The question of their general revision continued to receive attention. A Resolution was issued in June 1910 offering terms which were considerably more liberal than those previously accorded. A revised Resolution was issued in 1913 and was further modified in 1914.

2.06. The terms in regard to Branch lines offered from time to time are set out below—

1893—Rebate not exceeding 10 per cent of gross earnings of main line from interchanged traffic towards making up (together with net earnings of branch) return of 4 per cent per annum on capital expenditure on branch line.

1895—Rebate not exceeding net earnings of main line from interchanged traffic towards making up dividend of 3.5 per cent on capital expenditure on branch line.

1896—(1) Guarantee of 3 per cent per annum on capital expenditure with such share of surplus profits as may be agreed upon, or

(2) Rebate as in 1895 modification, the whole of earnings in excess of 3.5 per cent per annum going to the Branch Company.

1910—(1) Guarantee of 3.5 per cent per annum of capital expenditure, or

(2) Rebate not exceeding net earnings of main line from interchanged traffic towards making up dividend of 5 per cent on capital expenditure.

In both cases any surplus in excess of 5 per cent per annum on capital expenditure to be divided equally between the Branch Line Company and the Government.

1913—As in 1910, with substitution of "approved paid up share capital" of the company for "capital expenditure", for the reason that the capital raised by a company may at times be considerably more than that for the time being expended and so to assure the shareholders in the branch line companies of a definite return on their share capital.

1914—This allowed capital to be raised for the same branch partly under the guarantee system and partly under the rebate system.

In regard to the Province of Assam, on account of its relatively less developed state and the difficulty experienced in obtaining capital for private Railway enterprise under the ordinary terms, a Resolution was issued in January 1915, which provided that the Local Administration may, in approved cases, supplement the Impérial guarantee of 3.5 per cent described above by the grant from provincial funds of an additional guarantee of 1 per cent on the paid-up capital of the company for a specified term of years.

The liberal terms offered between 1910 and 1914 proved more encouraging than the earlier Branch Lines Terms.

2.07. The main point that emerges from this history of Branch lines is that the British Administration undertook the development of Branch lines fully conscious of the possibility of such lines taken by themselves proving unremunerative, even though there was no threat of competition from motor transport in those days.

2.08. The following are the Railways constructed under the Branch Line Terms which figure in the present list of unremunerative lines :—

Line	Length (Kms.)
1. Nadiad—Kapadvanj	45
2. Godhra—Lunavada	41
3. Champaner—Shivrajpur—Pani Mines	49
4. Dhond—Baramati	44
5. Nawanshahr Doaba—Rahon	7
6. Pachora—Jamner	56
7. Rupsa—Talband	114
8. Darjeeling—Himalayan Extension	153

2.09. Another agency for financing feeder Railways were the District Boards which promoted the construction of a Railway either by raising the capital from their own resources or by giving a guarantee to a private company.

Since 1884, District Boards in the Madras Presidency were empowered to levy a special cess not exceeding 3 pies per rupee of land revenue, the proceeds being reserved for the construction of feeder lines intended to develop the districts concerned.

The Tanjore District Board Railway and the Kistna District Board Railway were for some years the only examples of lines so constructed. During 1913–16, the example set by these Boards was followed in several other parts of the then Madras Presidency, instances being the Podanur—Pollachi Railway, by the District Board of Coimbatore, Tenali—Repalle Railway by the District Board of Guntur and the Tinnevelly—Tiruchendur Railway by the District Board of Tinnevelly, which, it may be mentioned, figures in the current list of uneconomic lines.

2.10. The Acworth Committee, reporting in 1924, recommended that the Government of India should aim at reducing the number of the then existing Branch Line Companies by purchasing them. Revised orders for the financing of Branch Lines were accordingly issued by Government of India in 1925. The previous system was abolished and the Government of India themselves were prepared to find the capital required for the construction of extensions or branches to the existing main system. They also expressed their readiness to consider the question of constructing branches or feeder lines which were not expected to be remunerative from the point of view of Railway earnings upon a guarantee against loss from the Local Government or local authority which might desire to have such lines constructed for purely local reasons or on account of administrative advantages likely to accrue in particular areas.

2.11. Meanwhile, the former Princely States were following their own individual policies of Railway development within their domains. A considerable length of Railways was constructed by the former Princely States either through the agencies of British Companies or by the States themselves.

By 1949–50, the total length owned by the former Princely States was about 11265 kilometres of which about 9656 kilometres were worked by Princely States themselves, and the rest by the adjoining main line Administrations.

2.12. In consequence of the scheme of merger of the Princely States with the rest of India during 1949–50, the undermentioned Railway lines belonging to the Princely States vested in the Government of India, the functional successor to the States in the federal field—

States	Railways
1. Baroda	Gaekwar Baroda State Railway.
2. Baria	Piplod Devgad Baria Railway.
3. Cambay	Tarapur Cambay Railway.
4. Cooch Behar	Cooch Behar State Railway.
5. Kolhapur	Kolhapur State Railway.
6. Palanpur	Palanpur Deesa Railway.
7. Rajpipla	Rajpipla State Railway.
8. Sangli	Sangli State Railway.

2.13. On 1st April 1950, in consequence of the Federal Financial Integration, about twenty remaining Railway lines belonging to the former Princely States, *viz.*, Saurashtra, Rajasthan, Mysore, Madhya Bharat, Hyderabad, Patiala and East Punjab States Union and Travancore—Cochin also came to vest in the Central Government as the functional successor to the States in the federal field.

2.14. The Railways which thus came under the control of the Central Government in addition to those which were already being worked by the Indian Railways, and were later merged into the contiguous Indian Railway system, were as follows :—

Serial No.	Name of Railway	Length (Kms.)	Date from which taken over by centre
(i)	Gaekwar Baroda State Railway	1184	1st August 1949.
(ii)	Bikaner State Railway	1421	1st April 1950.
(iii)	Cutch State Railway	116	1st April 1950.
(iv)	Dholpur State Railway	89	1st April 1950.
(v)	Jaipur State Railway	443	1st April 1950.
(vi)	Jodhpur Railway	1305	1st April 1950.
(vii)	Mysore State Railway	1146	1st April 1950.
(viii)	Nizam's State Railway	2213	1st April 1950.
(ix)	Rajasthan Railway	317	1st April 1950.
(x)	Saurashtra Railway	2160	1st April 1950.
(xi)	Scindia State Railway	473	1st April 1950.

2.15. Out of the listed 77 uneconomic lines no less than 33 lines are lines which were thus taken over from the Princely States.

2.16. A few words in regard to financing of Railways since 1924 will be appropriate.

Under the Separation Convention of 1924 a distinction was drawn between " Commercial " and " Strategic " lines, those required by the Military Authorities being classified as " Strategic " Railway lines. Whenever construction of a new Strategic line became necessary, the losses in its working (including interest charges on the capital invested on such a line) were to be borne by the General Revenues ; if such lines subsequently became remunerative, they were to be treated as " Commercial " lines.

2.17. Under these arrangements, which generally speaking continued upto 1949, the Railways did not undertake the construction of any new line which was expected to be unremunerative—whether the demand emanated from the Provincial or Defence authorities—unless the losses were guaranteed by the sponsoring authorities—the final decision in regard to the construction of a new line, in any case, resting with the Central Government.

2.18. In 1949, a modification was made in the policy, following the observations made by the Railway Convention Committee of 1949. While appreciating that so long as Railways were responsible for payment of interest and other liabilities to the General Exchequer, even for unremunerative expenditure of a Capital nature, a restrictive policy was considered justifiable, the Committee considered that Railways should play an active role in the planned development of the country and should take up construction of even unremunerative Railway lines necessary for the exploration and exploitation of undeveloped resources and potentially rich areas. In order to obviate any addition to the (already over-capitalized) capital structure of the Railways, on this account, the Committee recommended that the finances for the construction of such unremunerative new lines should be found from the newly created Development Fund of the Railways, which was to be fed from the Railway surpluses. The practice of obtaining guarantee from the authority sponsoring the construction of an unremunerative new line was abandoned. The assumption apparently was that there would always be a reasonable overall surplus which could absorb the losses on the unremunerative lines.

2.19. On the assumption that the number of new lines to be constructed which may not be able to pay their way even after the development stage would be few and far between and it may not be a heavy burden on the Railways to pay the dividend to General Revenues even on such lines, the Railway Convention Committee of 1954—recommended that all new lines (whether remunerative or unremunerative) should be financed from Capital. They also made a provision that the dividend on the Capital-at-charge of all new lines should be computed at the average borrowing rate of interest charged to the Commercial Departments and a moratorium should be granted in respect of the dividend payable on such lines during the period of construction and upto the end of the 5th year of their opening for traffic ; the deferred amount being repaid, in case the net earnings of that line, after payment of the current dividend, so allowed, from the 6th year onwards.

2.20. It will thus be seen that the 1949 Convention introduced a change in the policy of construction of Railway lines, in that with effect from 1st April 1950 the Railways were allowed to take up the construction of new lines, of an unremunerative nature, provided of course, there were other valid reasons. According to this policy, even in cases where the criteria for remunerativeness are not fulfilled for the construction of new lines but the construction is undertaken at the specific request of a State Government or any authority (for development of backward areas etc.) no guarantee to bear the losses on unremunerative new lines is to be obtained.

2.21. The Railway Convention Committee 1949—considered the percentage of 10 per cent, adopted for the productivity test prior to 1949, as too high and recommended that this should be reduced in relation to the dividend rate of 4 per cent prescribed by them. They, therefore, recommended that if the return on a project was 4.25 per cent or more on the capital employed thereon (after making a provision for depreciation, operation and maintenance) the project should be considered as remunerative. On a submission made by the Railway Board that the margin between the standard of remunerativeness (4 25 per cent) and the obligation to General Revenues (4 per cent) was very small, the Railway Convention Committee, 1954 raised the percentage for the test of remunerativeness to 5 per cent, providing for a margin of 1 per cent.

2.22. The present rate of dividend payable by the Railways is 5 5 per cent on capital invested upto 31st March 1934 and 6 per cent on capital invested thereafter. The percentage fixed at present for classifying a line or scheme as remunerative is 6.75 per cent.

2.23. Among the Branch lines, which were taken up for construction after 1950, the following have proved to be unremunerative :—

Name of Line	Railway	Year of opening
1. Gandhidham—Kandla	Western	1954
2. Fatehpur—Churu	Do.	1957
3. Barhan—Etah	Northern	1959
4. Barasat—Hasnabad	Eastern	1962
5. Bhukhtiyarpur—Rajgir	Do.	1962

2.24. During the Second World War, a number of lines were dismantled, for providing track material in various theatres of war. After the war, the following lines, which now figure in the list of uneconomic lines, were partially or wholly restored, in the years shown against each :—

Name of Line	Restored wholly/ partly	Date of restoration
1. Madurai—Bodinayakkanur	Wholly	1953-54
2. Akbarpur—Tanda	Wholly	1961
3. Rohtak—Panipat	Partly—Between Rohtak and Gohana.	1958
4. Shoranur—Nilambur	Wholly	1953-54
5. Nagrota—Jogindernagar	Wholly	1954

2.25. The total length of Railways and the lengths of the lines considered to be uneconomic gauge-wise, compare as shown below :—

	Broad Gauge	Metre Gauge	Narrow Gauge
Total length (in Kms.)	28671	25723	4483
Length of uneconomic lines (in Kms.)	354	1108	4046

The following Narrow Gauge lines, which are included in the above figure of 4483 kilometres, have not been considered for the reasons shown :—

Line	Length (in Kms.)	Remarks
Ellichpur—Yeotmal	190	Private Railway worked by Central Government.
Pulgaon—Arvi	35	Do.
Bankura—Rainagar	96	Private Railways recently taken over by the Government.
Ahmedpur—Katwa	52	
Burdwan—Katwa	52	
Total	425	

Omitting these lines which have not been considered, it will be seen that practically the whole of Narrow Gauge Railway System is uneconomic.

2.26. The capital-at-charge of all Government Railways open for traffic on 31st March 1969 is Rs. 2,980 crores, while the capital-at-charge of the 77 lines listed as uneconomic is Rs. 42 crores. The capital-at-charge of the uneconomic branch lines is, thus, less than 2 per cent of the total capital-at-charge.

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CHAPTER III

IDENTIFICATION OF UNECONOMIC BRANCH LINES

The first part of the terms of reference is—

> "To review the existing procedures and policy regarding identification of uneconomic branch lines".

3.02. There is no specific definition as to what is deemed to be a "Branch Line", for the purpose of evaluation of its viability. In Railway Board's letter No. 65/W6/TS/1 of 4th October 1968, it is laid down that—

> "Lines which carry less than 10 Gross Million Tonnes per annum and have maximum permissible speed of less than 100 km. p. h. for B. G. and which carry less than 2.5 Gross Million Tonnes per annum and have maximum permissible speed of less than 75 km. p. h. for M. G. should be considered as Branch Lines".

These instructions were intended to lay down the standards of track maintenance etc., for lines carrying varying densities of traffic. There is no mention at all of Narrow Gauge lines. These instructions of Board do not, therefore, help in defining a "Branch Line" for the purpose of evaluation of viability.

3.03. Short lines which are joined with the rest of the system at one end only *e.g.*, Madurai—Bodinayakkanur (length 90.12 Kms.) are clearly Branch Lines. There are lines like Jhansi—Manikpur, which are chord lines joining the rest of the system, of the same gauge, at either end, which are also at present referred to as "Branch Lines". There are also chord lines, like Purulia—Kotshila, which also join rest of the system at either end, but which are on a gauge different from the lines to which they are joined.

3.04. We consider that, for the purpose of examination of viability, only the following types of lines should be taken into account :—

(1) Broad Gauge and Metre Gauge lines, joined to the main system at one end only, and

(2) All Narrow Gauge lines.

We have suggested inclusion of all Narrow Gauge lines for such examination, because it is known that almost all Narrow Gauge lines are, in fact uneconomic.

The total number of lines, on all Government Railways, which fall within the scope of the above definition is 203, of which 48 are Narrow Gauge lines.

3.05. We feel that there will be no point in examining, from the point of view of remunerativeness, chord lines or parts of chord lines, except where they are on the Narrow Gauge, as they form part of through lines and it is not possible to close any of them down without seriously affecting the routing of traffic on the rest of the system. To give an instance, the section Raniwara—Bhildi, on the Northern Railway, is shown in the list of uneconomic branch lines, prepard by the Railway Board. This forms a portion of the chord line from Samdari to Bhildi. In fact this line was opened in 1958, so as to convert the branch Samdari to Raniwara into a chord from Samdari to Bhildi. Since it is a new construction, earnings and expenditure figures in respect of this section are maintained in accordance with Paras 720 to 725 of the Indian Railway General Code, for the purpose of reviewing the productivity on the outlay and comparing it with what was anticipated when the proposals were embarked upon. But for the fact of this section being a new construction, there would have been no ground for singling out this section from the rest of the chord line from Bhildi—Samdari.

3.06. We consider that it is desirable to consider the viability of a branch line as a whole. Only when the whole branch line is found to be uneconomic, its end portion may be examined to see whether the rest of the branch line without the end section becomes viable.

3.07. The Indian Railway Enquiry Committee, 1936–37, under the Chairmanship of Sir Ralph L. Wedgewood, Chief General Manager, London and North Eastern Railway, appointed to examine the position of Indian State-owned Railways and to suggest measures to secure an improvement in net earnings and to place Railway finances on a sound and remunerative basis, observed as under in their report submitted in June 1937, in regard to unremunerative branch lines—

> " **69. Closing of Branch Lines.**—We find that insufficient attention has been given to the question of closing unremunerative branches, particularly in cases where there may be reason to think that the branch has been rendered unremunerative by the development of motor transport.
>
> We believe that the final decision to close a branch line, involving the withdrawal of public services, rests with the Railway Board. A decision to continue the operation of a branch line which is losing money should in our opinion equally rest with the Board. Such a decision involves putting a burden on the Railways as a whole for the benefit of a particular locality, and should not be left to the individual administration.
>
> The position of branch lines, particularly those affected by motor transport, should be reviewed periodically with the object of seeing—
>
> (a) whether every effort has been made to combat road competition (we deal with this later in Chapter XI) ;
>
> (b) whether the net revenue earned by the branch (with allowance for contributory revenue) exceeds the saving which would be made by closing the branch ;
>
> (c) whether there is hope of improved financial results in the future.
>
> If, as a result of this enquiry, it is clear that the continuance of the branch is costing, and is likely to cost, more than it brings in, the administration concerned should report the case to the Railway Board with its recommendation as to the steps to be taken. The Board could then decide whether, in the interests of the community generally, the loss involved should, or should not, be allowed to continue.
>
> The same conditions apply where the problem involved is the discontinuance of a passenger or goods service without the actual closing of the branch itself.
>
> Before any final step is taken, we assume that the Board will approach the Provincial Government concerned and ascertain whether they would be prepared to make any contribution towards the continuance of the branch or service.
>
> On the question generally, we see no justification for the maintenance of an unremunerative branch line service at the expense of the Railways as a whole or of the general tax-payer, and we consider that, apart from exceptional cases, such services should be withdrawn. This applies particularly to Narrow Gauge lines which, with their speed limitations are quite unequal to facing bus competition. In the general interest the sooner the situation is recognized the better ".

3.08. Instructions, based on the above recommendations, were issued by Railway Board, and form the basis of the Code provisions in regard to unremunerative branch lines given in the Indian Railway General Code, reproduced below—

> "**844. Unremunerative Branch Lines.**—The case of each branch or section of the line (other than a worked line and a line financed out of the Development Fund), **the earnings of which are less than the working expenses,** should be specially brought to the notice of the General Manager with a view to its being represented to the Railway Board for consideration of the question of closing the line, partially or totally, if its retention is not considered necessary.
>
> **845.** The Financial Adviser and Chief Accounts Officer's review should indicate not only the savings in working expenses that can be expected by the various departments on the closing of the branch line and also on account of fall in traffic on the main line, but also the losses involved in closing the branch.
>
> **846.** For this purpose, the annual contribution to the Depreciation Reserve Fund in respect of the branch line, or such lower figure as the conditions of traffic working on the branch line may warrant, should be taken as an item of saving resulting from closing the branch provided that when a figure less than the annual contribution to the Depreciation Reserve Fund is taken, full justification for the figure adopted should be given. Similarly, interest on the estimated value of material to be released from the branch may be taken as an item of saving. Loss due to interest on the capital cost of the branch may be ignored as it remains constant whether the branch is closed or not. If the capital cost is transferred to the Depreciation Reserve Fund, this loss still accrues, as the interest earnings balance of the fund is decreased ".

3.09. The Committee find the above mentioned Code provisions are not being strictly followed in some respects—

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(i) Para 846 clearly lays down that loss due to interest on the capital cost of the branch may be ignored as it remains constant whether the branch is closed or not. The estimate of loss of 7.1 crores, made by the Railway Board, is, however, inclusive of the interest on the capital cost of the branch line. The element of interest, amounting to Rs. 2.2 crores, should be excluded from this estimate of the loss. Thus the loss should be estimated at Rs. 4.9 crores. This, however, becomes Rs. 5.3 crores, taking into account the correction mentioned below under (ii).

(ii) In estimating the net earnings of the main line, to be credited to the branch line, some Railways have adopted a formula, which does not bear scrutiny.

To illustrate, on the South Central Railway, branch lines such as Dhond—Baramati are being credited with **1-1/2 times** the main line earnings. No explanation could be given by the main line earnings were thus being inflated. In fact this has resulted in the lines over the South Central Railway being shown as earning a profit, as under—

	Profit in 1966-67 (excluding interest)	Percentage to capital
Dhond—Baramati (N. G.)..	10.54 lakhs	+ 84 per cent.
Miraj—Kurduwadi—Latur (N. G.) ..	12.34 ,,	+ 7 ,,
Mudkhed—Adilabad (M. G.)	9.69 ,,	+ 11 ,,

Making a correction for this, the position in regard to these three lines will be as follows :—

(Rupees in thousands)

Serial No.	Section	Capital cost	Amount of loss for 1966–67 (excluding interest)	Percentage of (4) to (3)
1	2	3	4	5
1	Dhond—Baramati	12,58	+ 2,86	+ 22.14
2	Miraj—Kurduwadi—Latur	1,78,68	— 13,93	— 7.8
3	Mudkhed—Adilabad	90,09	+ 2,99	+ 3.3

It may be added that the reason for the Railway Board having included Dhond—Baramati and Mudkhed—Adilabad sections in the list of uneconomic lines is that, even on the reckoning adopted by the South Central Railway, these lines were showing a loss in the previous years.

(iii) We find that at least in one case, of a purchased line, the original capital cost had been taken, instead of the very much lower purchase price, for the purpose of calculating the percentage loss.

3.10. In calculating the "loss" in accordance with the above paragraphs, we consider some further amendments necessary, to arrive at fair estimates of "earnings" as well as "expenses".

Earnings

3.11. Earnings are normally maintained on a zonal basis. Earnings from traffic local to a zone are naturally credited in full to the zone. Earnings from interchanged traffic—*i.e.*, traffic moving over more than one zone—are divided between the zones, at present, in the proportion of distance travelled over each zone. This was not always so. When the freight structure was such that a rate was a combination of a distance rate and two end terminals, the method of division was different, so far as goods traffic was concerned. Then the two end terminals were credited to the forwarding and destination Railways, and only the balance was divided in distance proportion. To give an instance, if grains traffic moves say from Panipat to Madras, the two methods of division would give the following proportion :—

Distance—	Kilometres
Northern Railway (Panipet—Delhi)	91
Central Railway (Delhi—Balha shah)	1301
South Central Railway (Balharshah—Gudur	747
Southern Railway (Gudur—Madras)	137
Total ..	2276

Wagon load rate.—Rs. 5.88 per quintal (inclusive of 9 per cent supplementary charges).

Charges for 220 quintals.—Rs. 1,293.

Proportions as at present—	Rs.
Northern Railway	52
Central Railway	739
South Central Railway	424
Southern Railway	78
Total ..	**1,293**

Older Method—

Terminals in 1958 .. .. 6 pies per maund at each end.
= 8.5 paise per quintal at each end.

Increasing this figure by 50 per cent, the notional terminal charges in 1969 may be taken as 12.75 or 13 paise per quintal at each end.

Balance after deducting 2 end terminals .. .. Rs. 5.88—Rs. 0.26
= Rs. 5.62 per quintal.

Total charges on 220 quintals—

Terminals .. .. Rs. 28 each end.
Distance rate .. .. Rs. 1,237.

Proportion for each Railway—

		Rs.
Northern Railway (Rs. 49 + Rs. 28)	=	77
Central Railway	=	708
South Central Railway	=	406
Southern Railway (Rs. 74 + Rs. 28)	=	102
Total ..		1,293

It will be seen that, according to the older method, earnings credited to Northern Railway would have been more by 50 per cent, and Southern Railway's earnings would have been more by 30 per cent. The exact percentages would naturally depend on the relative lengths. The shorter the end Railways, the greater would have been their proportion of the earnings, under the older method. Similary, the lower the rate, the higher would have been the proportion of the end Railways—because of the fact that, under the old system, the terminals were the same, for low rated as well as high rated commodities.

3.12. The end Railways have to bear the expenses involved in these terminal services, as they have, per force, to render them. The present method of a simple division in distance proportion is no doubt good enough for normal accounting purposes, as all Railways are commonly owned. But where conclusions regarding viability of a particular section are to be drawn, it is necessary to have a method of division of earnings, which gives a branch line its fair share. We may, in passing, remark that this point was specifically made, as partly explaining why the Southern Railway, which is a terminal Railway even as a whole shows a deficit.

3.13. We consider that in the division of earnings between the main line and a branch line, the end lines should be credited with terminals and the balance divided between the main line and branch line in the proportion of distances.

3.14. We appreciate that this has to be only a notional credit, as the present system of charging does not envisage charging of terminals separately. We wish to emphasize that we are not suggesting this basis for general adoption for division of revenues between zones. We are suggesting this as a proper basis **only,** where the viability of a particular branch is under examination, on the basis of the "earnings" of the branch—this method being suggested only to arrive at a proper estimate of the branch's fair share of through earnings.

Expenses

3.15. As far as the expenses of a zone as a whole are concerned, there is no problem. When, however, the expenses of a particular section within a zone are to be computed, the position is different, as some part of the expenses has to be estimated.

3.16. The expenses for a particular section consist of three parts *viz.*—

(1) Expenses which can be identified directly as being incurred on the section *e.g.*, salaries of station staff over the section, cost of fuel consumed over the section etc.

(2) Other expenses which cannot be identified as pertaining to the section, though definitely incurred in relation to the transportation on the section *e.g.*, cost of maintenance of wagons and coaches, and

(3) Overheads, which are incurred for the Railway or the Division as a whole, *e.g.*, salaries of General Manager, Heads of Departments, etc.

3.17. The same problem of allocation arises when the total expenses of a zonal Railway consisting of lines on different gauges have to be allocated to the different gauges. Instructions in this regard have been issued by the Railway Board, under their letter No. 62-Stat. III/CA/2/30/9 dated 4th September 1963. This letter, together with Railway Board's previous letters of 1958 conneceted with it and the zonal instructions issued by the Central Railway, are given in Annexure 9.

3.18. Broadly, the instructions envisage—

(1) All expenditure *ab initio* identifiable as relating to a particular gauge being debited to that gauge.

(2) Other expenditure being estimated *pro-rata*, according to the rules laid down for this purpose, in proportion to the different appropriate units for expenditure under different abstracts.

3.19. The principles laid down in the above instructions for division of expenditure between different gauges of a Railway are being applied in ascertaining the expenses attributable to a particular section also, while examining the question of its viability.

3.20. The principles are, no doubt, unexceptionable for the division of expenditure between different gauges in a zone. But, while dealing with individual sections, particularly small ones, we consider certain corrections should be made, in calculating expenses on a *pro-rata* basis.

3.21. Firstly, the total expenditure of a zone may include, under current accounting procedures, expenditure which has no relevance to the type of expenditure over a branch line. To give one instance, Southern Railway is responsible for the maintenance of the Rajdhani Rake—and consequently bears all the expenses involved—though Southern Railway does not get any share of the earnings from Rajdhani Express. Another instance, we found, was that in arriving at the expenses of a steam operated branch line, *pro-rata*, the expenses of the division taken, included expenses on account of diesel and electric operation—inflating the expenses of the branch excessively.

We consider that all such expenditure which can be identified, should be excluded from the total expenses before "*pro-rata*" calculations are made.

3.22. Secondly, we feel it would be more correct to assess joint expenditure attributable to a section, not on a straight *pro-rata* basis but on a basis of variability of the joint cost, that is to say, only an appropriate percentage of the cost—and not the whole cost—should be taken into account. This is because, ordinarily, the unit costs on a branch line are lower than on the main line due to—

(1) Lower standard of construction ;

(2) Engines etc. being quite often of smaller capacities; and

(3) Overhead charges being less.

3.23. In consultation with the Statistical Branch of the Railway Board, we have made estimates of appropriate variability factors. We consider the following factors would be appropriate for adoption in evaluating those expenses, which are not *ab initio* attributable to a section :—

	Head of account	Factor of variability	Unit of performance for *pro-rata* estimation
A-II	Repairs and maintenance of structural works ..	40 per cent	Gross Tonne Kilometres.
B-II	Repairs and maintenance of locomotive power ..	80 ,,	Train Kilometres/ Engine Kilometres.
C-II	Repairs and maintenance of carriage and wagon ..	60 ,,	Vehicle Kilometres.
C-III	Operating expenses of carriage and wagon department.	60 ,,	Do.

We give below an example to explain what we mean by factor of variability. In regard to expenditure under Head of Account A-II, only 40 per cent of the total expenditure of the Zone under this Head should be taken into account in estimating the expenses under this Head to be allocated, to the branch, proportionate to the Gross Tonne Kilometres of the branch.

3.24. Expenditure, such as operating expenses of the Power Department and Traffic Department would normally be directly identifiable to the section. No portion, however, of expenditure falling under Head of Account A-I, B-I etc. (General Administration) should be apportioned to the branch unless the " branch " under consideration is an extensive system.

3.25. We consider it desirable that the instructions in Paras 844, 845 and 846 of the Railway General Code should be elaborated, so that earnings and expenses, attributable to a branch under consideration are estimated, by all Railways, according to a uniform procedure.

3.26. Arrangements should be made to maintain financial data pertaining to " branch " lines —as defined by us earlier, whose viability will come under scrutiny —both as regards expenditure as also revenues to be attributable to the section, in the manner suggested by us by amending the accounting procedure to the necessary extent.

3.27. Such data should be collected as a regular measure—as "*ad hoc*" studies do not give an accurate picture. Decisions in regard to viability of such branch lines should be based on the results of at least 5 years.

3.28. As will be seen from the above, there can be considerable uncertainty as to what should be treated as expenses to be attributed to a branch line. Since an estimate of these expenses is basic to identifying any line as uneconomic, it is desirable that these expenses are arrived at by a system of proper costing. This requires that such costing is done by staff trained in costing procedure. The Committee recommend that the costing cell attached to the Statistical Directorate of the Railway Board and Statistical Branches of the Zonal Railways should include trained Cost Accountants, if this is not already the position.

CHAPTER IV

REVIEW OF POLICY IN REGARD TO UNECONOMIC BRANCH LINES

4.01. In the previous chapter, we have dealt with the procedure for identification of uneconomic lines.

4.02. The resolution issued by the Ministry of Railways setting up our committee requires us *inter alia* to suggest ways and means of improving the working of the uneconomic branch lines so as to make them economically viable and recommend suitable measures to reduce or eliminate the burden on the Indian Railways of the recurring financial loss of working these uneconomic lines, keeping in view the recommendations made by the Committee on Transport Policy and Co-ordination, the Estimates Committee (1967–68) Tenth Report (Fouth Lok Sabha) and the Public Accounts Committee (1968–69) 49th Report.

4.03. The recommendations of the Committee on Transport Policy and Co-ordination, the Estimates Committee (1967–68) Tenth Report (Fourth Lok Sabha) and the Public Accounts Committee (1968–69) 49th Report are reproduced in Annexure 10.

4.04. The Committee on Transport Policy and Co-ordination suggested that suitable tests or criteria were required for considering whether a line was uneconomic, depending on the purpose it serves and the cost of providing alternative means of transport. Proceeding further, the committee suggested that a branch line should be viewed both as an entity in itself and as part of a wider Railway network and it should be ascertained whether, on either ground, its retention was necessary. It was also suggested that the total transport requirements and facilities in an area served by the branch line should be examined with a view to determining the nature and extent of the transport services that may be needed in the future. The test that this committee prescribed was that if alternative facilities have been or are capable of being developed to a point that the requirements for transport could be met substantially by means other than the Railways and at no higher cost to the economy, there should be no hesitation in giving up an existing branch line which is proving unremunerative. The committee further suggested that there should be no rigidity in regard to the means of transport so long as the overall requirements could be satisfactorily met. The committee stated that where road transport has to be expanded considerably to facilitate the discontinuance of unremunerative lines, the Railways may consider, in consultation with the State Governments. whether and in what form they could participate or assist in the growth of road transport services.

4.05. The Estimates Committee was of the view that the recommendation of the Committee on Transport Policy and Co-ordination should be implemented. It also mentioned that the Central Government should impress upon the State Governments that while giving licences or permits for road transport, they should keep in view the broad national interests and that the State Governments should be asked to extend full co-operation to the Railways in closing such of the unremunerative branch lines on which the losses incurred by the Railways are not commensurate with the public utility served and where such a closure could be effected by developing alternative transport facilities, at almost the same cost to the economy.

4.06. The Public Accounts Committee in their 49th Report (1968–69) suggested that it was desirable that an early decision should be taken about the operation of those lines on which the Railways have been persistently losing heavily. At the same time, the committee said that in the case of marginal lines, the Railways should intensify their efforts to attract more traffic so that these can be made to pay their way. The Ministry of Railways informed the Public Accounts Committee that the review of unremunerative lines had to be a continuing affair and that, in considering the closure of any line, regional and political sentiments and the deep-rooted conviction that rail transport is necessary for the development of under-developed areas have to be reckoned with. The Railway Ministry agreed that, in the case of marginal lines, Railways should intensify their efforts to attract more traffic so that those lines can be made to pay their way.

4.07. The Public Accounts Committee suggested that where some of the State Governments were not agreeable to the closure of certain branch lines, the Railways should examine what effective measures, if any, could be taken to reduce the losses on those lines by adopting a variety of improvements. They also suggested that in a case where a State Government is not agreeable to the closure of consistently unremunerative lines, the question of passing the losses on to the concerned Government should be considered. The committee suggested that this matter also may be placed before the Railway Convention Committee of 1968 for their consideration.

4.08. Lastly, we have to take note of the declaration made by the then Minister for Railways during the budget debates in March 1969, already quoted in Chapter I of this Report, in which he observed that, as a policy, there would not be any dismantling and, as far as possible, such lines would be strengthened and converted into the gauge of the local area.

4.09. We note that the three committees which considered the problem earlier have not taken the extreme view that all the lines which are considered uneconomic should be closed down. The Transport Co-ordination Committee's emphasis has been on the purpose served by the line and the cost of providing alternative form of transport. A carefully considered approach has to be adopted and service to the public has to be kept in the forefront.

4.10. Earlier in Chapter III, we have suggested a revision of the bases for classifying lines as uneconomic and also a revision of estimating the expenditure of branch lines so as to ensure that there is no inflation of the indirect costs or unduly heavy allocations of overall expenditure to branch lines.

4.11. It is noteworthy that, even towards the end of the nineteenth century, when branch line constructions were undertaken, the then Government of India had to offer special inducements by way of guaranteed interest, etc. of varying nature to private companies to invest capital in branch lines. As the twentieth century advanced, the increasing competition from road transport has made itself felt, which created a new situation, and led to doubts as to the justification for the continuance of some of the branch lines. We cannot, however, afford to take a narrow view of the need for Railways. In fact, some of the so-called uneconomic lines were constructed as recently as the fifties. The road competition aspect was fully known even then. Road competition had in fact been recognized long before the last war. It seems somewhat odd to think of closing down lines constructed at heavy cost only ten years back. The Railway lines still remain important means for the development and industrialization of new areas. In any case, just as there are uneconomic sections on the main lines, there can be branch lines which do not pay. We have to think of the branch lines not in isolation by themselves but as part of an integrated Railway transport system so that reasonable facilities for the public are available for transport of goods and passengers from one corner of the country to any other part. We cannot lightly think of pulling out lines which have been constructed at considerable expense.

4.12. With population increase and industrial developments in the country, there is scope for both road and rail to operate in the same areas. Subject to certain adjustments being made in operational conditions and the State Governments being helpful, it should be possible for the rail lines to be more paying.

4.13. The Satpura Railway incurring a loss of about Rs. 2 crores per annum catered to a passenger traffic of nearly 83 lakhs in 1967–68 and the passenger traffic has been reported to be on the increase. The passenger road traffic on routes served by this Railway has been estimated at about 61 lakhs per year. The goods traffic handled by this line was of the order of 1,306,000 tonnes as against 84,000 tonnes of traffic estimated to have been carried by roads in the same area. It would thus be clear that the heaviest losing branch line is till serving the vital economic needs of a vast region.

4.14. This may be an extreme example. But many of the so-called uneconomic lines still cater to sizable traffic in different parts of the country as may be seen from the statement of trends of traffic over the different lines, given in Annexure 14. It is true that unrestricted competition from road has made it difficult for many of the lines to be economic. But we cannot think of transferring all the existing rail traffic to the road by closure of the lines, except where the rail traffic has dwindled to negligible proportions.

4.15. In recent years, the following lines have been closed down :—

(1) Barasat—Basirhat (N. G. line on Eastern Railway)..	Closed in 1955.
(2) Kalighat—Falta (N. G. line on Eastern Railway) ..	Closed in 1957.
(3) Pamban—Dhanushkodi (M. G. line on Southern Railway).	Closed in 1964.
(4) Sanala—Amran Road (N. G. line on Western Railway).	Closed in 1965.
(5) Bangriposi—Talband (N. G. line on South Eastern Railway).	Closed in 1967.

4.16. Action so far taken by the Railways in respect of other uneconomic lines has been mainly to curtail and/or postpone expenditure, on the ground that the future of such lines was under consideration.

4.17. In regard to the rolling stock requirements of Narrow Gauge particularly, the pace of procurement had been deliberately kept slow, because of the uncertain future of the Narrow Gauge lines—the alternative being either closure or conversion to a broader gauge.

4.18. The committee feel that the postponement of replacement of stock and lack of proper maintenance have themselves resulted in deterioration in the service—which, in turn, has contributed to further loss of revenue.

4.19. We find that the various steps taken by the Railways to reduce working expenses on the uneconomic branch lines have been as follows :—

(i) Conversion of crossing stations into halt stations, manned by a Commercial Clerk in charge, surrendering posts of Station Masters and Assistant Station Masters and Pointsmen working at the station. In regard to this, it has been pointed out to us that the conversion of a crossing station into a halt station sometimes involves a curtailment of certain facilities as under—

(1) No telegraph facilities are provided at a halt station and at some of the places such facilities are available to the general public only at the station.

(2) Due to a station ceasing to be regular station, timings of trains running late are not ascertainable.

(3) When trains are running late, upsetting the scheduled crossing arrangements, lack of crossing facilities increases the delay to one or the other of the trains.

We are aware that provision of telegraph facilities to the general public is not the function of Railways and the difficulties envisaged under (2) and (3) can only be occasional. Nevertheless we are recording these observations, as these objections have been made the grounds for local opposition of such moves.

(ii) Introduction of split-shift duties.

(iii) Reduction in the strength of staff at Pumping installations for loco purposes.

(iv) Rationalization of the working of level crossing gates.

(v) Reduction in gang strengths for maintenance of permanent way.

(vi) Reduction in expenditure on casual labour and labour employed on patrolling.

(vii) Curtailment of expenditure on ballast.

(viii) Use of released Broad Gauge wooden sleepers suitably cut for casual renewals on Narrow Gauge.

(ix) Curtailment of train services.

(x) Conversion of passenger trains into mixed trains.

(xi) Closing down of certain stations.

(xii) Rationalization in the use of wagons for carriage of loco coal.

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4.20. There has not been much effort by way of improving revenues. In fact, a directive was issued by the Railway Board, in 1968, to the effect that the Railways should encourage the development of road transport services on routes parallel to unremunerative lines so that when the time is opportune, the closing down of the lines would not be objected to. The directive is reproduced in Annexure 11.

Now that a decision has been taken that no line will be closed down, the committee feel that the above directive should be cancelled and Railways directed to take all possible steps to attract traffic.

4.21. One of the steps that has been taken to improve the finances of uneconomic lines is to levy charges either on goods traffic or on coaching traffic or on both, at enhanced rates, on some of the lines, such enhancement being brought about, either by inflation of the distance for charges or having a special higher scales of charges.

This policy, however, has been applied only—

(1) To hill sections ; and

(2) To new constructions which were not expected to be remunerative without such inflations.

4.22. At present inflations on higher basis of charge apply on the following hill sections, in the list of uneconomic lines :—

(1) Kalka—Simla (N. G.).
(2) Pathankot—Jogindernagar (N. G.).
(3) Darjeeling—Himalayan (N. G.).
(4) Nilgiri Railway (M. G.).
(5) Neral—Matheran (N. G.).
(6) Zankavav—Umarpada section of Kosamba—Umarpada (N. G.).

In addition to the above hill sections, which are old Railways, inflations are in force over the following recent constructions, figuring in the list of uneconomic lines :—

(1) Fatehpur—Churu (M. G.). (2) Bhildi—Raniwara (M. G.).

4.23. We endorse this policy of inflations over the Hill sections, as costs of operation are so decidedly higher than over other sections.

4.24. We, however, find that on the Narrow Gauge lines, even other than Hill sections, the costs of operation are decidedly higher.

4.25. Taking goods traffic first, on most of the Narrow Gauge lines, the major part of the traffic consists of **low** rated traffic, such as coal, forest produce, stones, etc. This being so, the gap between revenues and expenses is, naturally, widened. As far as this low rated traffic is concerned, there is not likely to be any great diversion to road, if rates are enhanced.

According to the published statistics of 1967-68, the costs of haulage over the different gauges overall compare as under—

	Cost of haulage of 1 tonne 1 km. including interest (Paise)	Index
Broad Gauge	4.00	100
Metre Gauge	6.30	158
Narrow Gauge	17.64	441

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4.26. It will be seen that the costs on Narrow Gauge are 4-1/2 times those on Broad Gauge and about 3 times those on Metre Gauge.

In the case of coaching traffic, the cost of haulage of one passenger train over the different gauges is as under—

	Cost of hauling a passenger train 1 km. including interest (Rs.)
Broad Gauge	14.76
Metre Gauge	13.00
Narrow Gauge	10.72

We may reduce these costs to a " per passenger basis " assuming the capacities of the trains as under—

Broad Gauge	900
Metre Gauge	700
Narrow Gauge	300

On this basis, the cost per passenger comes to—

	Cost (Rs.)	Index
Broad Gauge	1.64	100
Metre Gauge	1.86	114
Narrow Gauge	3.57	218

4.27. Thus over the Narrow Gauge, costs per passenger are about double the costs over the Broad Gauge and about 1.9 times the costs over the Metre Gauge.

4.28. In view of the position explained above there would have been justification for consideration of enhancing both rates and fares over all Narrow Gauge lines. But, in view of the poor passenger service over the Narrow Gauge lines we do not recommend such a course in respect of fares for passengers. In respect of goods traffic, however, the Railway Board may consider the proposition, keeping in view the existence of keen road competition in the areas concerned.

4.29. The procedure followed by the Railway Board hitherto may be broadly summed up as follows :—

(1) Identifying uneconomic lines on the basis of quantum of traffic over the line.

(2) Restricting expenditure on the line to the barest minimum.

(3) Examining the feasibility of the traffic needs of the area being adequately served by alternative means of transport in the event of the line being closed down.

(4) Consulting the State Governments in regard to the closure of lines where the meagre traffic can be conveniently handed by alternative means of transpor with slight or even without augmentation of road service.

4.30. The stand taken by the State Governments in opposing closure of lines is generally based on the following grounds :—

(1) Withdrawal of a facility already provided leads to public agitation.

(2) Railway communications add to the economic prosperity of an area.

(3) In some cases, there are prospects of future development in the areas served by the lines and making them viable.

(4) The reason for paucity of traffic by Railways is, in several cases, the shortcomings of the service offered by the Railways—for example, slow trains, corruption, supply of wagons not being prompt, delays at transhipment points, thefts and pilferages, claims not being settled promptly, etc.

(5) Even in cases where road can take on the traffic moving by rail, there will be some residual traffic, *e.g.*, coal and other low rated commodities which cannot be satisfactorily handled by road, except at very high cost.

4.31. While the arguments of the State Governments may have force in varying degrees, we find that there is natural unwillingness on the part of the State Governments to look at the preposition of closure from an overall point of view. We have carefully considered the question of passing on the losses on such lines to the State Governments all of whom have expressed themselves against closure. During our meetings with them, we were encouraged by their assurances of fullest co-operation in making such lines viable. Since the co-operation of State Governments can materially influence the viability, we feel that such losses should not be passed on to the State Governments. We attach greater importance to the goodwill and co-operation of the concerned States.

4.32. We would like to make a general observation. When new lines are constructed, they should invariably be taken upto a point which can be considered as a natural traffic terminus. Wherever it is possible, the lines should be extended upto a convenient point of an existing line, so that the new line is a chord line. Short branch lines, ending midway, so to say, have a natural tendency to turn out to be uneconomic.

CHAPTER V

GENERAL SUGGESTIONS

In the previous chapter we have reviewed the action taken so far in regard to uneconomic branch lines.

5.02. Before proceeding to make recommendations in regard to the individual lines, which we do in the next chapter, we like to record here some suggestions we have to make, based on our observations and detailed investigations, which are of general applicability to all lines.

5.03. (i) On several lines, supply of wagons in time is inadequate. This is so even on some Narrow Gauge lines, where unremunerativeness of the line is being attributed to insufficiency of traffic.

The committee consider that wagon stock should be augmented according to traffic requirements and timely and adequate supply of wagons ensured.

(ii) There are complaints of inordinate delay in transhipment at transhipment points—including delays due to paucity of matching stock.

We consider that proper and adequate supply of wagons at transhipment points should be ensured if necessary by supplying them on preferential basis.

(iii) Sufficient attention does not appear to have been given to the question of timings of trains to suit local needs and to ensure proper connections with main line trains.

We consider that careful attention should be paid to this aspect.

(iv) On several sections, there is need for a more frequent passenger service. Such frequent service can be best provided through diesel car units.

For the 2′-6″ Narrow Gauge, a diesel car unit developed by the Eastern Railway, for service on the Burdwan—Katwa Narrow Gauge section appears eminently suitable. The composition of these units consists of a driving unit, 2 trailers with guards compartment and 2 ordinary traiailers. Only third class is provided, and the total accommodation comes to 184 seats. The power pack in the driving unit consists of Ashok Leyland Comet Engine 0–350–100 horse power and the unit is capable of a maximum speed of 56 Km. p. h. The axle-load being 6 Tonnes, the track need not be as strong as for ordinary steam trains. A defect with the unit is that the driving unit requires to be turned at each end, if the unit is to run with maximum speed in both directions. We suggest that the unit should be provided with driving units at both ends, so that no reversal is necessary.

For the Broad and Metre Gauges also, diesel car units, such as the ones operating on the Vijayawada Division of the South Central Railway and on the Tiruchchirappalli Division of the Southern Railway respectively, should be introduced on many more sections, to provide frequent and fast services.

We suggest that, apart from introduction of diesel car units as above, dieselization of motive power should be considered, particularly for sections for removed from the coal-fields. The improved speeds and improved utilization of rolling stock will enable better utilization of rolling stock. These will, in turn, lead to better service. Over Hill sections particularly, dieselization will lead to much better speeds, due to diminution of the need for frequent watering. An incidental advantage is the elimination of loss of coal by theft.

(v) It has been suggested to us that certain practices of track maintenance, which are at present being tried only on busy main line sections, could be, with advantage, tried even for Narrow Gauge lines and lightly worked branch lines. These are

(1) Mechanical maintenance on Narrow Gauge lines.

(2) Directed track maintenance on lightly worked, low speed branch lines.

Another suggestion which has been made to us is in regard to power operation of points and signals. This has so far been tried only from a point of view of increasing line capacity. We are advised that it should be possible to effect some saving in traffic staff required for operation of points and signals by introducing unidirectional signalling, trailable points, magnetic facing point locks etc. at road side stations. Similarly, introduction of Centralized Traffic Control, even over lightly worked sections, may enable reductions in staff costs.

We recommend that these suggestions be examined in greater detail.

(vi) Sufficient attention has not been paid to the facilities provided at stations on these uneconomic branch lines to attract traffic. At some stations, the Committee found that even sufficient goods shed space was not available to deal with the traffic.

We consider that traffic facilities such as adequate goods shed space, raised platforms, proper approach roads, etc. should be provided, even preferentially—as such improved facilities will, by themselves, attract traffic.

(vii) On several sections, even where there are several trains each way, all of them are stopping trains and hence slow.

We consider that where a number of trains are running each way, the feasibility of running at least one train as a fast one—by not stopping at all stations—should be examined.

(viii) On several sections, all available trains are being run as Mixed trains.

We consider that, wherever possible, at least one of the trains should be run as a purley passenger train at faster speeds.

(ix) The trains on several sections are unduly slow. Apart from other reasons, this is partly due to the fact that, as a matter of rigid observance, all trains are being scheduled at 10 per cent less than maximum permissible speed. This is done even when the maximim permissible speed itself is as low as 15 Km. p. h.

We suggest the feasibility of reducing or eliminating this 10 per cent margin should be examined, to enable the trains to be run faster.

(x) On sevseral sections, we find that the booking of passengers is done by the Guard of the train.

We are of the view that under such an arrangement, it is difficult to ensure that all passengers who intend to board the train, get their tickets, leading to leakage of revenue.

We consider that, as far as possible, the system of booking by Guards should be discontinued, and booking at halt stations, where no staff are posted, should be arranged through agents working on commission basis.

(xi) At several stations we were advised that Railways have not been able to secure halt agents, due to the commission not being sufficiently attractive.

The instructions of the Railway Board in this respect are contained in their letter No. 61/TGII/2/1 dated 22nd October 1963, which, *inter alia*, states as follows :—

> " The Board have decided that, if necessary, the rate of commission to the Halt Agents may be so fixed as to yield an approximate income to the agent of Rs. 80 per month in rural areas and Rs. 150 per month elsewhere provided the rate of commission does not exceed 15 per cent ".

We consider that the figure of Rs. 80 applicable to rural areas is low under the existing conditions. Moreover there need be no distinction between rural and other areas, for this purpose. We recommend that the instructions should be revised so that even in rural areas, the rate of commission yields about Rs. 150 per month to the agent. We may add that there is a common misunderstanding that these figures represent maximum permissible earning. This misunderstanding should be removed.

(xii) At certain halt stations, worked by agents, lack of tickets to distant places appears to be proving a disincentive. Since halt agents have to pay for the tickets in advance, they would not be inclined to invest the heavy sums involved in stocking of tickets to distant places, unless some suitable scheme is evolved to enable them to return unsold tickets. We recommend that such a scheme may be evolved by the Railway Board.

(xiii) On some of the branch lines, ticketless travel is high. Steps should be taken to enforce stricter and more constant ticket checking on these branch lines.

(xiv) On some lines, requests for new halt stations are being turned down on the ground that, normally, such halts cannot be provided if they are within 5 kilometres of an existing station. On branch lines where trains are very slow, possibilities of attracting traffic should not be lost, merely on application of a rule which is, doubtless, sound for busy main lines. We suggest that on these an uneconomic brach lines, wherever there is possibility of getting new traffic, provision of a halt station may be considered as an exception even if an existing station is less than 5 kilometres away.

(xv) We do not find any efforts to develop passenger traffic by quotation of reduced rates, even over sections where trains are running empty. We suggest that such efforts should be made, on a more vigorous scale.

It is necessary to recreate a travel-by-rail habit in these sections, by quotation of such attractive special rates.

(xvi) We did not find evidence of any vigorous canvassing for goods traffic, even where considerable traffic is moving by road.

We feel that there should be more vigorous drive to attract traffic on the lines through contracts with rail users.

(xvii) We find that Railway maintains very good rest houses at several stations on the uneconomic lines. At some of these places, particularly the hill stations such as Darjeeling, we find the occupation of the Rest Houses is poor. We understand that under existing rules outsiders are not allowed use of these rest houses. We consider that fairly substantial income can be obtained by permitting outsiders to occupy such rest houses on payment, which can be fixed at a fairly high level, keeping in view the local hotel rentals.

(xviii) At some stations, such as Chitradurg, we find Railway has a lot of spare land, which they are not likely to require and which the public want to take on rental basis.

We understand that instructions already exist that surplus land should be rented out. We consider that Railway Administrations should take advantage of such situations, for deriving some additional revenue.

(xix) We feel that, at the divisional level, close attention is not being paid to the service on branch lines—the pre-occupation being service on main line.

We consider that much closer attention should be paid to the punctuality of train services on these branch lines, as is done for trains on the main line. The branch lines should also be visited by Divisional Officers more frequently, and surprise inspections carried out, to keep the staff more alert.

5.04. An important aspect is the question of co-ordination of rail and road transport.

The Branch lines being really short distance routes, the competition from road services is generally very severe in most cases, and the present magnitude of losses is to a large extent attributable to such competition. While one way of facing such competitioo is by improving the conditions of rail travel facilities to the maximum possible extent—this aspect has received full attention elsewhere in this Report—it is also incumbent on the public and the State Governments, who are opposed generally to the closure of such lines, to appreciate that the Government capital cannot be locked up in uneconomic lines without some concrete efforts being made by the public and the State Governments also to provide a fair opportunity for such lines to be operated in a more viable manner. The present almost unrestricted competition from road transport on such routes has to be regulated and co-ordinated so that the rail services which are run to serve the public are made real use of. It has to be appreciated by the public and the State Governments that the Railway finances are subjected to a very heavy strain and that all uneconomic activities of the Indian Railways have necessarily to be pruned against this background. We lay, therefore, the maximum emphasis on the need for public and the State Government co-operation in making the branch lines viable. Our attention has been drawn in this connection to the provisions of the Motor Vehicles Act under which the Railways can make representations to the Regional Transport Authorities against uneconomic competition from road transport. As far as we are aware, the Motor Vehicles Act has afforded little protect on to the Railways, despite representation made by the Railways. We do not propose in this Report to go into the general issue of road and rail competition. Our attention is confined to the specific issue of competition on uneconomic branch lines. In such cases, it may not be sufficient to leave the Railways to raise such issues only before the Regional Transport Authority. We feel the State Governments should play a more active role in this matter'

5.05. We have had occasion in the course of our discussions with the State Governments to refer to the need for special instructions being issued to the Road Transport Authorities in the matter of competition from road transport on routes served by branch lines. In the light of the Committee's discussions with the Tamil Nadu Government authorities, the Transport Commissioner has issued instructions in August 1969, to the Regional Transport Officers to re-arrange the timings of buses, operated on routes overlapping the Railway lines covered by our enquiry, in whole or in part, or running on parallel routes, in consultation with the Railway authorities so that the uneconomic Railway lines may be operated economically (*vide* Annexure 12). Actually it is not adequate to merely adjust the timings of trains. It is the overall daily frequency that has to be adjusted so as to ensure a fair share of the traffic for the Railways. We recommend that State Governments may issue suitable instructions to the State Transport Officers.

5.06. So far as the goods traffic confined to the limits of the routes served by the uneconomic branch lines is concerned, the distances involved being what they are, the scope for regulation of public carrier traffic does not exist and such short distance traffic will have to be allowed the usual freedom to choose the mode of transport. The State Governments can, however, make a positive contribution by using the Railway, to the maximum extent possible, for transport of their own traffic.

5.07. Want of traffic is not the only reason for certain lines being uneconomic. Heavy ticketless travel, pilferage, etc., are other factors. In regard to all these. and for taking positive steps to attract more traffic for the uneconomic lines, closer co-operation between States and local Railway Authorities will be of great help. We suggest that effective machinery should be developed to ensure this.

We recommend that

(1) At the Railway Zonal Headquarters, there should be, for each State concerned, a Committee consisting of the General Manager of the Railway and representatives of the State Government concerned, to review periodically problems connected with uneconomic lines, particularly with reference to co-operation required from the State Government, for improving the traffic on such lines. We expect such committees would review also the overall daily frequency of buses on competitive routes with uneconomic branch lines.

(2) In respect of Divisions where there are uneconomic lines, the General Manager of each Railway will, in consultation with the State Government, also constitute similar committees at Railway Divisional Headquarters, or Civil District Headquarters, as suitable, to establish field level co-ordination and to review the position periodically.

We attach great importance to the working of these committees. In view of the importance attached to the working of uneconomic lines, by the Public Accounts Committee as well as the Estimates Committee and in order that the extent of State co-operation in this matter is given due credit, we recommend that the Railway Board should prepare, annually, a review of the working of these committees and copies of this review should be placed on the table of both Houses of the Parliament.

CHAPTER VI

REVIEW OF SPECIFIC LINES

The problem of uneconomic lines requires a two-pronged approach—on the one hand, economies in operation and on the other, improvements to attract more traffic. Earlier, we have detailed the action taken by Railways for cutting down expenditure and also made some general observations for improving the working of the lines. We now proceed to an examination of individual lines.

6.002. Annexure 13 gives the revenue and expenditure on the seventy-seven lines, as ascertained by the Railway Board, though it is quite likely that on the basis suggested by us in Chapter III, some of the lines, listed by the Railway Board, may not at all merit being classified as uneconomic. Annexure 14 sets out the traffic trends on the seventy-seven lines.

6.003. Out of the seventy-seven lines, the following two lines are chord lines forming part of through communication :—

(i) Bhildi—Raniwara ; and
(ii) Fatehpur—Shekhawati—Churu.

The Mariani—Jorhat section of Mariani—Jorhat—Neamati line on North-east Frontier Railway also forms part of the loop line Mariani—Jorhat—Furkating. These sections cannot be considered in isolation and be listed as uneconomic.

6.004. The following seven lines were not unremunerative even on existing basis if the interest on capital is not taken into account :—

	Net Revenue (Rs. in lakhs)	Percentage to Capital
(1) Pathankot—Joginder Nagar	+ 7.83	+ 3.82
(2) Kalka—Simla	+ 10.46	+ 3.86
(3) Raipur—Dhamtari	+ 0.31	+ 1.46
(4) Chhuchhapura—Tankhala	+ 0.45	+ 2.54
(5) Jhagadia—Netrang	+ 0.28	+ 1.98
(6) Dhond—Baramati	+ 2.86	+ 22.80
(7) Mudkhed—Adilabad	+ 2.99	+ 3.30

The figures relate to 1966-67, except for Pathankot—Jogindernagar, where the figures pertain to 1965-66. The net revenue may be even more in some cases if the method of evaluating earnings and expenses is modified as suggested earlier. It may be added that in respect of some of the lines, the figures for some previous years had been adopted, as the figures for the year 1966-67 were not then available. From the information we have collected, we find that the two lines, Rohtak—Gohana and Prachi Road—Kodinar also show surpluses for the year 1966-67, if the interest on capital is not taken into account.

6.005. A few other lines showed a surplus of revenue, subsequent to 1966-67. To the extent that information is available these are—

(i) Pachora—Jamner in 1967-68 ; and
(ii) Dholpur—Tantpur in 1968-69.

6.006. Of the other lines, the following eight lines incurred each a loss of over Rs. 10 lakhs in 1966-67 excluding interest charges :—

Line	Capital (Rs. in lakhs)	Length Kms.	Loss (Rs. in lakhs)
1. Gwalior—Shivpuri	39.49	119.8	11.05
2. Gwalior—Sheopur Kalan	65.79	200.0	11.33
3. Barasat—Hasnabad	263.52	52.8	11.64
4. Darjeeling—Himalayan	111.90	87.5	29.01
5. Tezpur—Rangapara North	10.62	27.0	13.29
6. Mettupalaiyam—Ootacamund	95.12	45.9	28.51
7. Bangalore City—Bangarapet	49.60	156.7	13.22
8. Satpura Railway	512.85	1007.3	227.09
Total ..	1148.89	1697.0	345.14

6.007. It will be seen that the Satpura Railway alone accounts for a loss of Rs. 2.27 crores and the eight lines taken together account for 35 per cent of the capital, 37 per cent of the length and 69 per cent of the losses over the sixty-five uneconomic lines. It is, therefore, just these eight lines that require special attention being paid to them.

CENTRAL RAILWAY (6 Lines)

(i) Gwalior—Shivpuri (N. G.—120 kms.)
(ii) Gwalior—Bhind (N. G.—84 kms.)
(iii) Gwalior—Sheopur Kalan (N. G.—200 kms.)

6.008. These three lines are on Narrow Gauge of 2′-0″ gauge—while all the other Narrow Gauge lines in the country, except the Darjeeling—Himalayan and Neral—Matheran Hill Railways are on the 2′-6″ gauge. During 1966-67, the net deficit (excluding interest) had been Rs. 11 lakhs, Rs. 4.9 lakhs and Rs. 11.3 lakhs respectively. These lines are situated in Madhya Pradesh. The loss over the Gwalior—Shivpuri line has tended to decrease during the subsequent years. In regard to this line, the State Government explained that, apart from forest produce, there is considerable scope for improvement of foodgrain traffic, provided the services are improved. Gwalior—Bhind line serves a very difficult area, infested with dacoits. The main traffic on the line is in foodgrains, production of which is likely to increase in future on account of intensive agricultural schemes which are under way. The passenger traffic has tended to increase. The State Government are expecting considerable development along with Gwalior—Sheopur Kalan line and consequently the traffic on the line may be expected to increase in future.

6.009. At one time, the State Government had expressed agreement to the Gwalior—Shivpuri line being dismantled, provided the Centre financed the improvement of National Highway No. 3, which runs parallel to the line. During the discussions with the Committee, however, the State Government withdrew this concurrence and stated that the line should continue.

6.010. The Madhya Pradesh Chamber of Commerce have suggested—

(1) Conversion of the Gwalior—Shivpuri line into Broad Gauge and extension to Guna on the Bina—Kota section of Western Railway ;

(2) Conversion of the Gwalior—Sheopur Kalan line into Broad Gauge and its extension to Sawai-Madhopur on the Western Railway ; and

(3) Conversion of the Gwalior—Bhind line into Broad Gauge and its extension to Etawah on the Northern Railway.

The committee do not find enough justification, at present, for recommending examination of any of these proposals.

6.011. During the discussions with the State Government, a suggestion was made to the committee that the lines may be converted to 2′–6″ gauge. The policy at present followed, as stated in the note under para 116 of the Indian Railway General Code, is that no Narrow Gauge line is converted to a Narrow Gauge line of a different gauge, but only to the gauge of the main system—here, Broad Gauge. While there are certain advantages of interchangeability, in converting these lines also to 2′ 6 gauge, we consider that the lines should be allowed to continue on the 2′ 0″ gauge as at present, as the three lines together form a compact system and the performance with the 2′ 0″ gauge can be as good as with 2′–6′ gauge.

6.012. The existing stock is mostly overaged. The replacement of the overaged stock and improvement of track are urgent necessities, if the service is to be improved. We consider that this action should be taken urgently.

(iv) Dholpur—Tantpur—Sirmuttra (N. G.—89 kms.)

6.013. The net deficit over this line in 1966–67 was only marginal, being about Rs. 1 lakh only. In the year 1968–69, the line, in fact, showed a small surplus of Rs. 21,000.

6.014. The main traffic on this line is stone. There has not been much diminution in this traffic during the last five years. Passenger traffic has also been steady, showing, in fact, a spurt in 1967–68. The area is not well served by roads. There are no roads parallel to the Railway.

6.015. Considering the existing traffic, and future potentialities, we feel this is a line which, though on the Narrow Gauge, should have been maintained properly, without allowing the service to deteriorate.

6.016. The track and rolling stock should be brought upto standard as a matter of urgency. Diesel car units should be run on this line, to provide a faster and more frequent passenger service. There is considerable ticketless travel and special attention should be paid to this aspect.

6.017. There are demands that—

(1) the line should be converted into Broad Gauge ;

(2) the line should be extended from Sirmuttra to Gangapur City and from Tantpur to Band Bareta on the Bayana—Agra line.

We do not consider that there is sufficient justification to convert the line to Broad Gauge While the extension to Gangapur City is a long one, being about 80 kilometres and is not likely to be financially justified, the extension from Tantpur to Band Bareta is only 13 kilometres long. This link will reduce the distance from Tantpur to Agra from 111 kilometres via Dholpur to about 89 kilometres via Band Bareta We recommend the linking of Tantpur and Band Bareta If the link is not justified on Broad Gauge, it may be on the 2′–6 gauge Though, as a policy, new constructions on the Narrow Gauge are not undertaken.

(v) Pachora—Jamner (N. G. – 56 kms.)

6.018. While the loss on this section was Rs 2 lakhs during 1966–67, in subsequent years, the line showed a small surplus,

6.019. The main produce of the area is cotton, which goes to Ahmedabad, Bombay, Akola and Nagpur. Owing to faster road movement, there has been considerable diversion of cotton traffic from rail to road in recent years. The other important traffic on the section is in plantains. This traffic is now being brought directly by road to Pachora, to be loaded into Broad Gauge wagons, thus depriving the Narrow Gauge section of revenue. Passenger traffic is fairly substantial.

6.020. A suggestion has been made that the line—after conversion to Broad Gauge—may be extended to Bodwad on the Bhusaval—Nagpur section, such a line providing relief to the Bhusaval Yard. We suggest that a survey should be conducted to examine whether such a chord line between Pachora and Bodwad would be justified on operational and financial grounds. If it is not found to be justified, the Pachora—Jamner line must continue on the existing gauge and action should be taken to improve the service by introduction of diesel car units.

(vi) Neral—Matheran (N. G.—20 kms.)

6.021. This is a hill Railway on 2′-0″ gauge. The loss in 1966-67 was Rs. 2 lakhs. This loss has been brought down to Rs. 1.2 lakhs in 1968-69.

6.022. Matheran is a popular summer resort near Bombay. There is no alternative road service to Matheran. The line, therefore, should be maintained properly. Owing to the nature of the terrain, there is no question of any conversion to a broader gauge.

6.023. The rolling stock is mostly overaged and should be renovated as quickly as possible. The traction has already been partially dieselized. We recommend that the traction should be fully dieselized. This would not only enable the trains to be run faster by eliminating the necessity for frequent halts for watering purposes but would also prove more economical in the long run.

EASTERN RAILWAY (3 Lines)

(i) Barasat—Hasnabad (B. G.—52.8 kms.)

6.024. This branch line takes off from Barasat on Dum Dum Jn.—Bongaon section of Sealdah Division on Eastern Railway—about 24 kilometres from Sealdah. It is on the Broad Gauge and was constructed as recently as 1962.

6.025. Formerly, there was a light Railway known as Barasat—Basirhat Light Railway, in the same area, owned by M/s. Martin & Co. This line was laid alongside the principal highway in the area. Due to poor financial condition, the line was closed down in 1955. The present Broad Gauge alignment is 1 to 3 miles away from the old Narrow Gauge alignment. The new alignment was chosen to avoid built up areas adjacent to the old alignment. This has resulted in the stations on the present alignment being away from the principal markets and villages. The loss on the section during 1966-67 was over Rs. 11 lakhs.

6.026. The traffic on the line has not developed to the extent anticipated, principally due to—

(1) the alignment being away from commercial areas and urban habitation ; and

(2) there being no through services to Calcutta.

6.027. The traffic is mainly for Calcutta. Road competition is very keen, as the buses take passengers to Shyam Bazar in Calcutta much quicker, by a road which short circuits the Railway. Apart from this short-circuiting, the change involved at Basarat Jn. also causes considerable delay on the rail journey. Nevertheless, the traffic on the section, both passenger and goods, is gradually increasing.

6.028. Since the trains from this section come to Sealdah, which is nearer to places of work of most of the people, it appears likely that, despite faster road services to Shyam Bazar, passengers would prefer rail provided through service is available. The economics of the line will be improved by provision of through services to Sealdah. Since the branch is not electrified, this requires steam trains to be run on the electrified section between Barasat Jn. and Sealdah. There is apparently no bar against steam locos running on this route. In fact, we understand, some steam trains are already running. We recommend that one or two through trains each way between Hasnabad (or at least Basirhat, the most important station on the branch) and Sealdah should be introduced as early as possible.

6.029. At the following stations the volume of traffic dealt with is not much:—

Kadambagadri.
Beliaghata Road.
Madhyampur.

These stations may be converted into contractor-operated halts.

(ii) Bhakhtiyarpur—Rajgir (B. G.—53 kms.)

6.030. This line takes off from Bhakhtiyarpur Jn., thirty-seven kilometres from Patna on the main line of Eastern Railway.

6.031. There was formerly a light Railway known as the Bihar—Bhakhtiyarpur Light Railway, constructed in 1903 by Martin & Co., running between Bhakhtiyarpur and Rajgir. The line was laid by the side of the main highway in the area. Gradually the condition of this line deteriorated and it was finally closed down. Railway Ministry constructed the present Broad Gauge line in 1962. The alignment, however, had to be taken away from the alignment followed by the old light Railway. This has resulted in the stations on the present alignment being away from the principal markets and urban areas, with no road connections whatsoever in some cases. The loss over the line during 1966–67 was about Rs. 4 lakhs and the position has not shown any improvement.

6.032. The main trade centres in the area are Soh Sarai and Bihar Sharif. Both these are about three kilometres from the stations, and the road connections to the station are in a bad state of repair. In the case of three stations—Pawapuri Road, Rahui Road and Wena, there are no roads at all connecting the villages to the stations. In discussions with the Committee, Bihar Government stated that they expected the Railways also to share in the cost of construction of such feeder roads. But the position is that it is the responsibility of the State Governments to provide feeder roads to stations. We suggest that the Railway Administration should explain the position to the Bihar Government and request them, in the public interest, to provide the necessary feeder roads to the stations. The area covered by the line is expected to grow in agricultural importance—particularly in the production of potatoes and potato seeds. But the Railway may not benefit much by such development unless the State Government provide the necessary road links.

6.033. We found the stock used on the trains, particularly first class, was in a deplorable condition, although the branch line is a Broad Gauge line. Since this is a tourist line, Railway must ensure that all compartments are properly maintained.

6.034. A suggestion has been made that the economics of the line will improve if the line is extended to join the Gaya—Kiul line at a suitable point, such as Nawadah. Such an extension will, no doubt, cut down the circuitous movement via Patna, and also perhaps provide an alternative route to the congested Patna—Gaya line. We suggest that the feasibility and utility of such an extension be studied to see whether it would be financially justified.

(iii) Shantipur—Nabadwipghat (N. G.—27.5 kms.)

6.035. This Narrow Gauge line, situated about 80 kilometres to the north of Calcutta, consists really of two portions as under—

	Kilometres
Shantipur—Krishnanagar City	15.2
Krishnanagar City—Nabadwipghat	12.3
Total ..	27.5

The loss over the line during 1966-67 was Rs. 3.4 lakhs. Shantipur is connected with Ranaghat on the main line, by Broad Gauge, while Krishnanagar City is also a Broad Gauge station on the main line. Thus Shantipur—Krishnanagar City—Ranaghat forms a triangle, of which the Shantipur—Krishnanagar City is a Narrow Gauge line while the other two sides are Broad Gauge.

6.036. There has been no diminution of passenger traffic on the Railway during the last five years, though there are regular bus services between Krishnanagar City and Shantipur and Krishnanagar City and Nabadwipghat.

6.037. West Bengal Government have explained that there has been large scale settlement of refugees in this area and that any proposal for dismantling these lines should be examined cautiously. They suggest that if the section between Krishnanagar City and Shantipur—which is the more important of the two sections—could be converted into Broad Gauge, it might be possible to persuade the public to agree to dismantling the Narrow Gauge line between Krishnanagar City and Nabadwipghat. The committee consider that this would be a desirable course to adopt. Accordingly, we recommend a survey to be conducted to see whether dismantling of the line between Krishnanagar City and Nabadwipghat and converting Shantipur to Krishnanagar City line into Broad Gauge, will reduce the losses over the section. If the survey shows that the losses will not be reduced, or it would not, even then, be possible to dismantle the Krishnanagar City—Nabadwipghat section, then the following action may be taken :—

(1) Both the Narrow Gauge sections should be brought up to standard ;
(2) The lines should be kept open only for passenger traffic ; and
(3) The existing stock should be replaced by diesel car units for providing passenger services.

NORTHERN RAILWAY (8 Lines)

(i) Rohtak—Gohana (B. G.—31.82 kms.)

6.038. This is a line taking off from Rohtak, situated in Haryana State. Formerly there was a Broad Gauge chord line linking Rohtak and Panipat, which was dismantled during the last World War. When the question of restoration of the dismantled line was taken up after the war, it was found that, due to rapid development of road transport, the situation had so changed that the restoration of the line was not financially justified. After considerable discussion with the Punjab Government, it was agreed to restore the section partially, from Rohtak upto Gohana, on the Punjab Government agreeing that no fresh permits for road operation would be issued without prior approval of the Railway authorities, and that the activities of the road services would be adequately controlled in consultation with the Railway authorities to eliminate undue competition. The section was restored and opened for traffic in 1958.

6.039. The loss over the section during 1965–66 was only about Rs. 1 lakh. Actually in the next year, there was a surplus of Rs. 1.3 lakhs though during 1967–68 it again showed a loss.

The passenger traffic on this line was almost steady upto 1967–68. In 1968–69, there was a fall of about 10 per cent. Goods traffic (outward) has increased during the last three years, as a result of heavy foodgrain movement.

6.040. The main question in regard to this line is its extension to Panipat, completing the restoration of the line dismantled during the war. Despite the assurance given by the State Government to which we have referred above, considerable road transport development has been allowed to take place. Nevertheless, as pointed out by us, the loss on the Rohtak—Gohana section has been only marginal. We found that certain flourishing mandis have dwindled down, due to discontinuance of the link to Panipat. The area is growing in importance and we feel that restoring the line fully will definitely improve the traffic on the line. Apart from this, a chord between Rohtak and Panipat is likely to prove of assistance as an alternative route, to the congested main line section. We consider that the question of restoration of the line between Gohana and Panipat for which there is very great public demand should be urgently taken up.

6.041. Despite the section Rohtak—Gohana being on the Broad Gauge, train speeds are extremely low, particularly in the reverse direction, as the engine has to run tender foremost. The track must be properly ballasted, so that the trains can run at normal speeds.

(ii) Barhan—Etah (B. G.—59 kms.)

6.042. This line takes off from Barhan, a station on the Tundla—Aligarh section. It was opened for traffic as recently as 1959. Although the traffic has not come up to the expected level, the passenger traffic has been steady during the last six years and goods traffic has steadily improved. The loss in 1966–67 was Rs. 10.53 lakhs. We, however, find that in estimating this loss, the working expenses had not been estimated properly, as they are based on the main line expenditure which include heavy expenditure due to electrification and dieselization, which have no relevance to the branch line. The loss should, in fact, be much smaller.

6.043. After the line was constructed, the maintenance has been very unsatisfactory. The track has not been ballasted. Owing to lack of a turn-table at Etah, the trains run tender foremost in one direction. The result is that train services are very slow. The track should be immediately brought up to standard by proper ballasting and a turn table provided at Etah, so that trains can run at reasonably high speeds. The committee consider that introduction of diesel car units on this section would also prove helpful in attracting traffic.

6.044. The committee find that the alignment of the line is such that the main towns of Jaleswar and Awagarh are at considerable distances from the stations. In addition, at Jaleswar the road is in a very bad state and at Awagarh there is no road at all. It is understood that the only approach to the station at Awagarh is through some private property and merchants are put to considerable difficulty in coming to the station. The committee consider that the State Government should be persuaded to provide the necessary connecting roads at the stations. This was, in fact, agreed to by the State Government during the discussion with the committee.

6.045. In order to improve the economics of the line, the State Government and the public suggest—

(1) extension of the line beyond Etah, to Kasganj, which is the biggest mandi of this district ; and

(2) linking Barhan and Agra by a direct Broad Gauge line instead of via Tundla.

Etah is a flourishing town and the area is attracting industries. Kasganj is the most important mandi of the district. The logical termination of the line should have been Kasganj, even originally. If the link had been completed upto Kasganj, the additional cost would have been much less and the traffic would have, by now, developed. On the Barhan side, there is considerable detention to traffic in the Tundla Yard. A direct link between Agra and Barhan, instead of via Tundla, will open up a new area and also provide quicker service. With a through Broad Gauge link between Kasganj and Agra, there is every prospect of the economics of the line improving. We recommend extension of the line to Kasganj and a survey for linking of Barhan with Agra.

(iii) Bhildi—Raniwara (M. G.—71 kms.)

6.046. This section was opened in 1958. As we have already stated, this section forms part of the main trunk route from Bhildi and cannot be treated as a branch line. The connection provides an outlet to the traffic from Kandla Port to destinations in Northern India. The section has been shown as an uneconomic section, by treating it in isolation and not taking into account the diverted traffic moving over it.

(iv) Akbarpur—Tanda (B. G.—17 kms.)

6.047. Akbarpur Jn. is 189 kilometres from Lucknow on the Lucknow—Moghalsarai section. The Akbarpur—Tanda line was originally built in 1932, but was dismantled during the last World War. It was restored as recently as 1961. The traffic on the line has been poor. The passenger trains are not popular as the cost of travel by road is cheaper than by rail and possibly because of the long time of travel for this short distance. The State Government are of the view that the line is necessary for the economy of the area and that the prospects of the line would improve, if the line is extended so as to bring it nearer to Tanda Town—as the present station is 3 kilometres away.

6.048. The line incurred only a marginal loss of Rs. 32,000 in 1966-67 not taking into account the interest. We find that it takes 50 minutes to cover the distance of 17 kilometres, with only one halt in between. If the time of travel is reduced substantially, we feel confident that more traffic will be attracted from the road. The possibility of extending the line to Tanda Town should be examined.

(v) Nawanshahar—Doaba—Rahon (B. G.—7 kms.)

6.049. This small section takes off from Nawanshahar—Doaba, near Jullundur. Rahon was, at one time a very important mandi. It is interesting to record that originally the line was constructed in 1915 from Phagwara to Rahon. In 1917, a branch line was constructed to Jaijon taking off from Nawanshahar on this line. Gradually, the junction Nawanshahar grew in importance while that of Rahon declined.

6.050. This very small section incurred a loss of Rs. 1.33 lakhs in 1966–67. Though Rahon is situated in the midst of the green belt area in this region, the area is very well served by roads.

6.051. A suggestion has been made that the line should be extended to connect Ludhiana. We do not see any prospect of such an extension proving to be financially justified.

(vi) Pathankot—Joginder Nagar (N. G.—164 kms.)

6.052. This is a Hill Railway. The fifty-five kilometres section from Nagrota to Joginder Nagar was dismantled during the last World War, but restored in 1954.

6.053. If interest charges are not taken into account, the line is not, in fact, an uneconomic one. During 1966–67, there was a surplus of about Rs. 7.8 lakhs.

6.054. The terrain is a difficult one with varying gradients. The maximum permissible speeds on various sections are as under—

	Kilometres per hour
Pathankot—Guler	40
Guler—Nagrota	35
Nagrota—Baijnathpaprola	25
Baijnathpaprola—Joginder Nagar	18

6.055. Quite a sizable portion of the inward traffic consists of coal for Railways' own use. We consider that dieselization of the section will lead to substantial savings particularly as the line is on gradients and far removed from coal-fields. It will make available more goods wagons for carriage of public traffic by eliminating the need to carry Railways' coal.

6.056. Jwalamukhi Road serves the famous temple town of Jwalamukhi. We understand there was an Out-Agency at Jwalamukhi and a co-ordinatrd bus service used to run between the station and the town, a distance of nearly 12 kilometres. We suggest this service should be re-introduced.

6.057. Due to the construction of the Pong Dam in this area, a portion of the line between Jawanwala Shahr and Guler will be submerged. An alternative alignment between these places has been decided upon, which will increase the length by about ten kilometres. This, however, will not have any effect on the economics of the section.

(vii) Batala—Qadian (B. G.—19 Kms.)

6.058. This is a branch near Amritsar. The loss on the line is marginal, amounting to only Rs. 33,000 during 1966–67.

6.059. Punjab Government urge that this line should not be dismantled. They, on the contrary, suggest a linking of Qadian with Butari, on the Amritsar—Jullundur section, a distance of about 25 kilometres. While we agree that the line should not be dismantled, we do not think, from the commercial point of view, an extension of the line can be justified.

6.060. There are 4 Up and 4 Down trains, all of which are poorly occupied. The Railway should consider reducing the number of train services and also introducing one-engine-only system on the section for reducing the working expenses.

(viii) Kalka—Simla (N. G.—96 kms.)

6.061. This Hill Railway was opened in 1903. Excluding interest, the line is not, in fact, an uneconomic one. During 1966-67, the surplus was about Rs. 10 lakhs.

6.062. The section is worked partly by steam engines and partly by diesels. The steam engines running on the section are very old and require replacement. We are told that there is considerable loss of steam coal, used for loco purposes, through theft, which naturally adds to the expenses. Even the partial replacement by 10 diesels has led to an annual saving of 7 to 8 lakhs. We consider that steam engines should be completely replaced by diesel powers.

6.063. There are six Rail Cars on the section. The Rail Car service is very popular and we consider it should continue. The existing Rail Cars are very old and require to be replaced in the next five years. This should be done.

6.064. The inward traffic into the section is heavier than the outward traffic, entailing empty haulage in the down direction. There has, however, been a gradual increase in the outward traffic due to increase in potato loading and a gradual decrease in inward traffic due to road competition. This gradual equalization of the up and down traffic will improve the economics of working of this Railway.

6.065. The maximum and booked speeds of Rail Cars is 26/16 km. p. h. and of passenger trains 19/12 km. p. h. It appears to us that the gap between maximum and booked speeds is too wide. Both the Rail Cars and the passenger trains should be speeded up, by increasing the booked speeds, at least, to 20 km. p. h. for Rail Cars and 16 km. p. h. for passenger trains.

NORTH EASTERN RAILWAY (2 Lines)

(i) Mathura—Vrindaban (M. G.—12 kms.)

6.066. This small branch line links the two very important pilgrimage centres of Mathura and Vrindaban. The loss over the section for the year 1966-67 was only Rs. 68,000. There has been no deminution in the passenger traffic during the last 8 years. In fact, the passenger traffic has increased during the last 3 years. Goods traffic averages to about 1600 tonnes per annum outward and 3400 tonnes per annum inward. The goods traffic may be expected to improve as a fertilizer factory is being set up near Masani, a station on this section.

6.067. The timings of the trains having been fixed taking into account the hours of worship at the temples at Vrindaban, there is, perhaps, no scope for improving the timings. Nevertheless, this should be looked into, as the local people suggest some adjustment. There is a demand for a through train from Achnera to Vrindaban. This may be introduced as it is likely to give additional traffic and revenue.

6.068. There is a suggestion that this branch line should be converted into Broad Gauge and then extended to link with the Central Railway main line near Vrindaban Road (old Chhatikra), so that some main line trains could be diverted via this route, and thus bring Vrindaban on the main line. We see no possibility of the provision of such a diversion proving to be financially justified. A link between Vrindaban and Vrindaban Road, a distance of about six kilometres, is another suggestion that has been made. We do not consider such a link, either on Metre Gauge or Broad Gauge, would prove of much use in improving the finance of the existing Mathura—Vrindaban line.

6.069. We may, however, record the demand that the amenities at Vrindaban Road should be improved, so that it will be more convenient for pilgrims, thoug this has no relevance to the economics of the Mathura—Vrindaban section. On of the suggestions made is that the station building should be shifted from its presen location to the opposite side. As the existing station building is not a large one, this may not be very expensive and we feel that this request deserves favourable consideration.

(ii) Madhosingh—Mirzapur Ghat (M. G.—11 kms.)

6.070. This branch takes off from Madhosingh Jn., a station on Varanasi—Allahabad City section on the North Eastern Railway. The loss over the sectio during 1965–66 was Rs. 1.52 lakhs. There has been no falling off in the passenge traffic during last five years—in fact, there has been an increase during the last thre years. The daily average is about 600 passengers.

6.071. The terminal station Mirzapur Ghat is on the bank of the river Gang A pontoon bridge connects with the important town of Mirzapur on the other sid The Uttar Pradesh Government have sanctioned the construction of a bridge ove the Ganga at this point. It is likely that after construction of the bridge, the utilization of the line may improve.

NORTHEAST FRONTIER RAILWAY (4 Lines)

(i) Mariani—Jorhat—Neamati (M. G.—32 kms.)

6.072. As we stated previously this line is not wholly a branch line. The portion Mariani to Jorhat is part of the loop line Mariani—Jorhat—Furkating. Only the portion Jorhat to Neamati is a short branch off Jorhat, leading to the rail-river transhipment point at Neamati for goods traffic booked through from and to steamer services. There are no passenger services over the Jorhat—Neamati section.

6.073. Since September 1965, the riverine route to and from Calcutta via Pakistan having been closed, owing to outbreak of hostilities between India and Pakistan, the Neamati transhipment point has gradually lost its importance. There is now practically no traffic over Jorhat—Neamati section. We consider the section Jorhat—Neamati serves no useful purpose.

6.074. The section Mariani to Jorhat, however, is very important and forms part of the loop between Mariani and Furkating. The train service on this section should be improved by being speeded up.

(ii) Lataguri—Ramshai (M. G.—9 kms.)

6.075. This small section was constructed to serve a tea garden, named Bholanath Tea Estate. The major portion of this tea estate was washed away in 1966, in floods. The result is there is hardly any traffic over this branch, which incurs a loss of nearly Rs. 1 lakh per annum. There is no goods traffic and even the passenger traffic averages only 30 passengers in a day. We consider this line serves no purpose.

(iii) Rangapara North—Tezpur (M. G.—27 kms.)

6.076. There is fairly heavy passenger traffic as well as goods traffic over this line.

6.077. The operation on this section is very poor. There are several speed restrictions due to sharp curves. We suggest that the feasibility of easing the curves should be examined, to enable the speeds to be improved.

6.078. There is a possibility of the economics of the line improving if the line is extended upto the steamer ghat at Bhumraguri. The State Government have also recommended this extension. We suggest that a survey be made for this extension.

(iv) Darjeeling—Himalayan Railway (N. G.—87 kms.)

6.079. This Railway runs from Siliguri to the beautiful hill station of Darjeeling. The Railway is considered a unique engineering feat and passes through very picturesque country.

6.080. For most of the distance, the Railway line is laid on the highway, which criss-crosses the Railway line at several places. The Railway line restricts the width available for the highway. It is not possible to widen the road, except by removal of the Railway line. If the Railway line has to remain, the road traffic cannot develop freely.

6.081. The traffic on the Railway is quite considerable. The number of passengers carried during 1967–68 was 109,000. The total goods traffic carried was over 50,000 tonnes, the major portion of which was grains, pulses, coal and cement. The goods traffic is, however, extremely unbalanced, there being very little traffic in the down direction. It is this imbalance that makes this line so uneconomic. There is considerable traffic available for moving in down direction, consisting chiefly of the very high rated tea traffic. In spite of concerted efforts, the Railway has not been able to capture this traffic. The tea gardens are situated some distance from the stations. So, naturally, once there is need to transport by road to the station, the tea traffic tends to be despatched through to destination, particularly as the rail transport in the small wagons upto Siliguri or New Jalpaiguri is slow. The traffic in the up direction is considerable. In fact, West Bengal Government stated that the wagon supply was inadequate during the season.

6.082. Every effort should be made to attract the tea traffic by improving service, providing better wagons and establishing Out-Agencies at the gardens and quotation of reduced rates. It is, however, unlikely that traffic so attracted will be anywhere near removing the imbalance in the up and down traffic. As it is only by reducing this imbalance that costs of operation can be hoped to be reduced, we suggest that the Railways should organize their own road services, so that a part, if not the whole of the up traffic can be carried in trucks. These trucks can also be used to carry tea traffic from the tea gardens to the serving stations, or even directly to the transhipment point. The trucks can also be used to carry the traffic from and to Kalimpong, at which place there is a contractor operated Out-Agency.

6.083. The main source of revenue to the Railway, however, is passenger traffic. We consider that there is great scope for attracting more traffic, if the passenger train service is improved. One of the reasons for the train service being slow is the necessity for frequent watering of the steam locomotives. We suggest that steam locomotives should be completely replaced by diesel traction. This would not only speed up the trains but also reduce the imbalance in the up and down traffic, by eliminating the up direction movement of loco coal. The fact that the gauge is only 2′-0″ may introduce some difficulties in designing a suitable diesel engine, as the space may be too narrow for accommodating the required diesel pack. We, however, are sure that this cannot be an insurmountable difficulty. This has to be done, as from the nature of the terrain, there is no question of considering any alteration in the gauge.

SOUTHERN RAILWAY (14 Lines)

(i) Sagara—Talguppa (M. G.—15 kms.)

6.084. This line is the end section of the Birur—Talguppa Metre Gauge Branch line, taking off from Birur on the Bangalore—Poona Metre Gauge route. The extension from Sagara to Talguppa was done in 1940 in connection with the construction of the Mahatma Gandhi Hydro-Electric Power Station at the famous Jog Falls, at a distance of 15 kilometres from Talguppa. Birur—Talguppa branch line has such important places as Bhadravati and Shimoga on it and taken as a whole is not likely to be uneconomic. Therefore, in the view we had expressed elsewhere, the question of considering the end section separately from the rest of the branch line from the point of view of viability does not arise.

The passenger traffic as well as goods traffic has been steady. The latter may be expected to improve as a plywood factory has been established at Talguppa recently. The train service should be improved by being made faster.

6.085. The Mysore Government as well as public suggest that the utility of the line will improve, if the line is extended upto the port of Honavar. We find that this question had been gone into in the past, when it was found that such an extension would not be justified. We suggest that it should be re-examined.

(ii) Nanjangud—Chamarajanagar (M. G.—35 kms.)

6.086. This section was purchased from the District Board in 1964 and now forms the end section of the branch, Mysore to Chamarajanagar. Since this branch, as a whole, is unlikely to be uneconomic, the question of considering the end section separately from the view-point of viability does not arise.

6.087. The passenger traffic over the section has been steady for the last 4 years and goods traffic has been showing an upward tendency during the last 3 years. There is considerable passenger traffic moving by road and a fair proportion of this traffic can be captured, if the train service is speeded up. We recommend that the track between Nanjangud and Chamarajanagar be brought up to standard, to permit the existing maximum speed being increased to 50 km. p. h.

6.088. The Mysore Government urge that the line should be extended to Satyamangalam and from there connected to Coimbatore, thus linking these two important centres of trade. This question had been looked into in the past. In fact, the Mysore Government stated that, at one time, the extension was agreed to. We consider that a re-assessment of the proposition under the present-day conditions should be made.

(iii) Mettupalaiyam—Ootacamund (M. G.—46 kms.)

6.089. This is a hill Railway serving the well-known hill station of Ootacamund. The line also serves other very important places, such as, Coonoor, Aravankadu (Cordite Factory) and Wellington. This is the only hill Railway in India on the Metre Gauge, all the others being on Narrow Gauge. The loss over this line was over Rs. 28 lakhs during 1966–67.

6.090. The passenger traffic was steady upto 1966–67. In 1967–68, there was a drop. The traffic even in 1967–68, however, averages to about 1,400 a day. Since the traffic is not evenly spread out, the traffic during season is much heavier.

6.091. The goods traffic has also been steady, though the quantum is not much. The most important item of goods traffic is the traffic to and from the Cordite Factory at Aravankadu, as also some potato traffic.

6.092. There is scope for passenger traffic to improve if—

(1) the timings of trains are suitably altered, in particular, the morning train being timed to reach Ootacamund latest by 13 hours ; and

(2) the trains are speeded up.

As we have already mentioned elsewhere, it should be examined whether the usual margin of 10 per cent below the maximum permissible speed can be reduced to increase the speed of the train. Secondly, we suggest that the traction should be converted to diesel traction, so that time required for watering purposes can be eliminated. Replacing steam traction by diesel traction is desirable also on account of the fact that the line is far removed from coal-fields.

6.093. We suggest also that during the off season, reduced rates for passengers in First class should be quoted, as the First class compartment runs almost empty.

6.094. Considerable speeding up and economy can be achieved by eliminating carriage of goods over the line, as that would enable a number of crossing stations between Mettupalaiyam and Coonoor to be closed down. Such a step can be taken only if Railway is in a position to make satisfactory arrangement for carriage of goods by trucks from and to Mettupalaiyam—particularly the traffic to and from the Cordite Factory at Aravankadu. This will have to include arrangements for transport of fuel oil, as the factory is planning to go over from coal to oil fuel. The arrangements will be satisfactory only if this transport is done by the Railways themselves, by trucks to be owned by them, and not through contractors. During our discussions, the Tamil Nadu Government promised fullest co-operation, including consideration of reduction in the taxes so that the rates charged could be kept down. We recommend the feasibility of organizing such truck transport should be examined and if found feasible, then the section should be closed for goods traffic and all goods traffic worked as for Out-Agencies from Mettupalaiyam.

(iv) Shoranur—Nilambur (B. G.—66 kms.)

6.095. This line is one of the lines dismantled during the last World War and restored in 1953–54. During 1966–67, the earnings were Rs. 3.64 lakhs, while the expenditure was Rs. 8.77 lakhs. There is a steady fall in passenger traffic since 1965–66, due to severe road competition in the area. Goods traffic, consisting mostly of timber has, however, been on the increase since 1963–64. We recommend that this line should be retained and properly maintained.

(v) Bangalore City—Bangarapet (N. G.—157 kms.)

6.096. This line connects Bangalore City and Bangarapet by a circuitous route. With an earning of only Rs. 4.10 lakhs, it is incurring a substantial loss of about Rs. 13 lakhs per year, even without taking interest charges into account. Passenger traffic had been falling down gradually upto 1966–67. Thereafter, there has been an improvement in the position. Goods traffic has been coming down steadily since 1963–64 and in 1967–68, averaged only about 50 tonnes per day, due to the traffic moving mostly by the network of good roads serving the area.

6.097. Ticketless travel on the section is particularly high, amounting to 18 per cent. Strict checking should be enforced.

6.098. We consider that running of diesel car units instead of steam trains, will enable greater passenger traffic to be attracted through better speeds, without heavy expenditure on track improvement.

6.099. We suggest that the stations between Bangalore City and Kolar (exclusive) be closed down for goods traffic as the traffic is small.

6.100. The Mysore Government suggest that the line should be converted into Metre Gauge. Another suggestion is that after such conversion, a Metre Gauge link should be provided between Srinivasapuri on this line and Madanapalli Road or Vayalpad on the Pakala—Dharmavaram line, to provide a shorter direct Metre Gauge connection between Renigunta and Bangalore, over which considerable traffic is likely to move. We suggest that an appraisal should be made of the traffic prospects of conversion to Metre Gauge with such a link.

(vi) Madurai—Bodinayakkanur (M. G.—90 kms.)

6 101. This line was dismantled during the last World War and restored in 1953-54. During 1966-67, the earnings were Rs. 4.87 lakhs while the expenditure was Rs. 10.81 lakhs. There is a fall in passenger traffic since 1965.66. Goods traffic averages to only 100 tonnes per day. As the area is well served by roads, most of the traffic moves by road.

6.102. Bodinayakkanur is the centre of cardamom traffic. This very valuable traffic is not coming to the Railway, for want of quick transit facilities to various places, such as Bombay. We recommend—

(1) Vigorous canvassing and provision of necessary quick transit facilities to attract the cardamom traffic from Bodinayakkanur.

(2) Stricter check on ticketless travel.

6.103. As a result of our discussion with the State Government, we felt it may be worthwhile approaching the Tamil Nadu Government again in regard to closing down the line on a financial contribution being made by the Railways towards improvement of roads and road transport in this section.

(vii) Chikjajur—Chitradurg (M. G.—34 kms.)

6.104. This line takes off from Chikjajur on the main line between Bangalore and Poona. Chitradurg is the headquarters of the district. Chitradurg is connected by a national highway to Bangalore. The loss during 1966-67 was Rs. 1.40 lakhs.

6.105. We consider that it would be economical to close down the stations on this section for goods traffic and run diesel cars to serve the passenger needs.

6.106. The State Government suggest that the utility of the line will increase considerably if it is extended to link with Rayadrug in Andhra Pradesh, passing through the very important mandi of Chellakere. We consider that this link would be a project worth investigating.

(viii) Mayuram—Tranquebar (M. G.—30 kms.)

(ix) Peralam—Karaikkal (M. G.—24 kms.)

6.107. The two lines together are sustaining a loss of about Rs. 4.5 lakhs. These two lines are situated in a very thickly populated area and considerable passenger traffic can be attracted if train service is improved by being made faster. We suggest that diesel car units should be introduced on these lines. We may add that a giant modern fertilizer unit sponsored by F. C. I. has started functioning at Tiruchchirappalli and this is likely to generate additional traffic on the Mayuram—Tranquebar line. The traffic on the Peralam—Karaikkal line may be expected to increase, if the oil exploration work now in progress in the Karaikkal region proves successful.

(x) Nidamangalam—Mannargudi (M. G.—13 kms.)

6.108. This area produces very heavy rice traffic. Due to the track being weak, wagons are not loaded to full capacity over this line, with the result that they run underload right upto the destinations. The track should be strengthened so that the existing axle load restrictions can be removed. If this done, the line is likely to become economic.

(xi) Walajah Road—Ranippettai (B. G.—6 kms.)

6.109. This small Broad Gauge branch takes off from Walajah Road. During 1966–67, it sustained a loss of over Rs. 5 lakhs, the earnings being only Rs. 29,000. The loss over the line has been well over 120 per cent of the capital cost, continuously during the three years, 1966–67, 1967–68 and 1968–69. The main goods traffic over the line in the past had been traffic pertaining to the factory at Ranippettai, producing stoneware jars and pipes. There has been considerable diversion of this traffic to the road. If the firm does not use the Railway, we see no alternative to closing it.

(xii) Villupuram—Pondicherry (M. G.—38 kms.)

6.110. This line serves the port of Pondicherry. The line actually showed a small surplus in 1965–66, though, since then, losses have been incurred. While goods traffic is on the increase, passenger traffic has been affected by severe road competition. Passenger traffic can be recovered only by providing a faster passenger service. We recommend that diesel car units should be run on this section, to provide better passenger service.

(xiii) Tirunelveli—Tiruchendur (M. G.—62 kms.)

6.111. This line, serving Tiruchendur, seat of the famous temple of Muruga, carries very heavy passenger traffic averaging over 5,000 per day. There has been no decrease in the passenger traffic. Goods traffic also, amounting to about 140 tonnes per day, has been on the increase for the last 3 years.

6.112. The loss on the line amounts to Rs. 2.00 lakhs in 1966–67, when the total earnings amounted to Rs. 10.24 lakhs. In 1967–68, the loss increased to over 15 lakhs, mainly due to a fall in the earnings from goods traffic. The position again improved in 1967–68. Lines over which the main traffic is passenger traffic generally tend to be uneconomic, despite heavy passenger traffic. This is because the fares charged for passenger traffic do not adequately cover the costs. The question of the level of passenger fares, however, is a matter of all India application.

6.113. Tamil Nadu Government suggest that if Tiruchendur and Tuticorin are connected, it would improve the financial position of this line, particularly, after Tuticorin is made a major port. We do not, however, see that such a link would have any effect on the economics of this line.

(xiv) Salem—Metur Dam (B. G.—41 kms.)

6.114. The loss over the line in the year 1966–67 was Rs. 2 lakhs with an earning of Rs. 4.03 lakhs. The goods traffic over this line has been steadily increasing since 1964–65. With so many important industries at Metur Dam and the branch being on the same gauge as the main line, the committee feel that it should be possible to attract more goods traffic by vigorous canvassing and provision of better facilities by way of quick transit.

SOUTH CENTRAL RAILWAY (3 Lines)

(i) Dhond—Baramati (N. G.—44 kms.)

6.115. This line takes off from Dhond, a station on the Poona—Sholapur section. This is one of the few Narrow Gauge lines which shows a surplus. The passenger traffic has been on the increase since 1966–67 and averages to over 1,000 passengers per day. Goods traffic, however, has been on the decline since 1966–67 and today averages to only 40 tonnes per day. Sugar traffic, the main traffic, declined from 28,327 tonnes in 1964–65 to 5,388 tonnes in 1968–69. This is because the sugar mills are located about 10 kilometres from Baramati and transport by rail involves this long haulage by road to the station. On account of this, the sugar is being despatched through lorries direct to final destinations, such as Bombay.

6.116. We do not consider conversion to Broad Gauge—costing about 5 crores—would be financially justified. The line, however, is serving a useful purpose and should be brought up to standard by relaying the track, so that the service can be improved.

6.117. We understand that Walchand Industries, situated at Walchandnagar, have a tram line of their own, from Walchandnagar to Bhigwan, a station on the Dhond—Kurduwadi section. The Baramati area is also close to Walchandnagar. If Walchand Industries can be induced to develop the tram line either as it is or after converting it into a broader gauge and permitted to run it as a regular Railway open to the public, there may be no need for maintaining the line from Baramati to Dhond. We suggest this possibility be investigated.

(ii) Latur—Kurduwadi—Miraj (N. G.—326 kms.)

6.118. This Narrow Gauge Railway was formerly a separate Railway, by itself known as the Barsi Light Railway. It was taken over by the Central Railway in 1954. It consists of 2 sections—

	Kilometres
Latur—Kurduwadi	137
Kurduwadi—Miraj	189

During 1966–67, the earnings of the line were Rs. 130.20 lakhs, while the working expenses were Rs. 144.13 lakhs. The loss of Rs. 13.93 lakhs is 7.8 per cent of the capital cost.

6.119. Passenger traffic had been on the increase till 1967–68. In 1968–69, however, there was a fall, mainly due to diversion of Pandharpur fair traffic to the road—the Maharashtra State Road Corporation having made excellent arrangements to cater for the pilgrim traffic during the Ashadi.

6.120. Goods traffic has been more or less steady, the main stations for goods traffic being Latur and Barsi Town on the Kurduwadi—Latur section.

6.121. The main problem of this line is the heavy seasonal variation in passenger traffic, due to pilgrim traffic to the famous Shrine of Vithoba at Pandharpur, during the four important festivals at Pandharpur, namely, Chaitri, Ashadi, Kartiki and Maghi. Of these, Ashadi and Kartiki are particularly important. During these festivals, lakhs of pilgrims travel to Pandharpur. To cope with this very heavy seasonal rush, it has been the practice, for a very long time, to use goods wagons to clear the traffic as it is not possible to muster Narrow Gauge stock from any other Railway. Before being used for clearing passenger traffic, the goods stock is provided with benches and lights, besides being fitted with foot-steps and door handles. They are, however, not equipped with bath rooms or fans.

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6.122. There have been long-standing protests against the use of goods stock for the carriage of pilgrims. There is no denying that the idea of using goods stock for passenger traffic is out-of-date and not easily defensible. It has been estimated that over 160 additional passenger coaches would be required to clear the festival traffic. As mentioned above, it is not possible for the Railways to muster Narrow Gauge stock for this rush period from elsewhere. It is not practicable also to keep an additional stock of over 160 passenger coaches, solely to be used during the festival periods and kept stabled during the rest of the year.

6.123. Due to this reason, there have been demands that the line should be converted to Broad Gauge, at least upto Pandharpur, to enable Broad Gauge stock, which can easily be mustered from the other Broad Gauge Railways, being utilized during the fair periods.

6.124. The line from Kurduwadi to Miraj has sufficient traffic even in normal times. Therefore, there can be no question of dismantling the line. That being so, in accordance with the general policy in this respect, the line has to be converted to Broad Gauge sooner or later. After careful consideration, we have come to the conclusion that the section from Kurduwadi to Pandharpur, a distance of 53 kilometres should be converted to Broad Gauge as a first step towards conversion of the whole line upto Miraj to Broad Gauge. As the replacement of the existing rolling stock to keep the existing line running is a matter of urgency, the present time is opportune for undertaking the conversion. Such an action will no doubt, create an isolated Narrow Gauge section between Pandharpur and Miraj, until that section is also converted to Broad Gauge in due course of time. There are however, several isolated Narrow Gauge sections and there should be no insurmountable problem in the continuance of this section as an Narrow Gauge section.

6.125. Apart from the festival rush periods, we find that converted goods stock is being used even in normal times for clearance of passenger traffic. Although this stock is different from the goods stock used during fairs, as the conversion is permanent—windows having been cut in the side panels and bath rooms also provided—we consider it entirely improper that such stock should at all be used for clearance of normal passenger traffic. We are of the emphatic view that proper coaching stock should be immediately provided to replace such converted stock.

6.126. The Kurduwadi—Latur section has a fair amount of goods traffic, which has prospects of improving with better facilities. We suggest that a survey should be made of the feasibility of converting Latur to Kurduwadi section to Broad Gauge. The examination should include extension of the line to join the existing Broad Gauge Purli-Vaijnath-Vikarabad line at a suitable point, such as Latur Road.

6.127. On the Kurduwadi—Latur section, we found that speeds have been restricted due to the occurrence of a couple of accidents, of collision between a truck and a train owing to the road not being wide enough though the trains are capable of running faster. It should be examined whether occurrence of such stray accidents justifies a permanent speed restriction, which is affecting rail traffic adversely. The proper solution is, of course, a widening of the road. We had brought this matter to the notice of the Maharashtra Government and they agreed to give priority to widening of the road between Kurduwadi and Barsi Town. They, however, suggested that after such widening, fencing should be provided to separate the Railway track from the road.

6.128. The existing locomotives and coaching stock are mostly overaged and have to be replaced immediately. Coaching stock also requires to be augmented so as to eliminate completely usage of converted goods stock in normal times. As we have recommended conversion to Broad Gauge only in respect of some portions and as, in any case, the actual conversion would take time, urgent action in this regard still remains necessary. Any locomotives and coaching stock, which may become surplus after conversion of portions to Broad Gauge, can be utilized over the rest of line or elsewhere over Narrow Gauge lines.

(iii) Mudkhed—Adilabad (M. G.—163 kms.)

6.129. This line is partly in the Maharashtra State and partly in Andhra Pradesh. This line shows a small surplus, if interest charges are not taken into account. Goods traffic is not much, but the passenger traffic on the line has been steadily increasing since 1964–65. The line actually had a surplus of revenue over expenditure during 1966–67.

6.130. Adilabad is the District Headquarters of Adilabad District in Andhra Pradesh. Andhra Pradesh Government suggest running of a through train or at least a through bogie between Secunderabad and Adilabad, as a means of improving the traffic. We suggest, to start with, a bogie should be run.

SOUTH EASTERN RAILWAY (6 Lines)

6.131. The six lines listed as uneconomic on the South Eastern Railway are—

(i) Satpura Railway.
(ii) Raipur—Dhamtari.
(iii) Naupada—Gunupu
(iv) Rupsa—Talband.
(v) Purulia—Kotshila.
(vi) Ranehi—Lohardaga.

All these lines are Narrow Gauge lines.

(i) Satpura Railway (N. G.—1007 kms.)

6.132. This line is hardly a branch line. It is a complete Narrow Gauge Railway system. The loss on this system, as a whole, during 1966–67 is Rs. 2.27 crores. It is, however, necessary to ascertain the surpluses or deficits for each section of this vast system. In view of the importance of this Railway and the traffic conditions on the various sections of the Railway being different, we suggest that a departmental committee should go into the economics of each section of the Railway separately.

6.133. As already stated, the loss over the system as a whole was Rs. 2.27 crores during 1966–67. The loss in subsequent years has been somewhat less. The system carries heavy passenger traffic, numbering over eighty lakhs and goods traffic of over thirteen lakh tonnes per annum. There is, therefore, no question of this Narrow Gauge system being closed down.

6.134. The area served is largely forest area and there is considerable traffic in forest produce. There is also substantial traffic in foodgrains, minerals, such as manganese ore as well as coal.

6.135. The coal from Pench Valley is used over the Narrow Gauge for loco poses and as fuel for the power house at Khaprikheda, a station on the Narrow e section, Nagpur—Chindwara. The movement of coal has been coming down —

(1) partial dieselization of motive power over the Narrow Gauge ; and

(2) reduction in the consumption by Khaprikheda Power House. Khaprikheda is situated in the Maharashtra State and there has been a tendency to shift the source of supply from the Khirsadoh colliery near Parasia, which is in Madhya Pradesh to the nearby Umrao and Kamptee collieries in the Maharashtra State itself.

6.136. As a step towards improved efficiency, 15 diesels have been introduced which are working on the northern section. These diesels are fitted with Suri Transmission though, we understand, due to the nature of the terrain, the engines do not attain the speed necessary to bring the Suri Transmission into effective operation. We recommend that a careful study be made of the economies effected by introduction of these diesels, as we understand, that the ZE steam locos are proving to be as efficient as the diesels.

6.137. The maximum permissible speed over the major portion of the line is 50 km. p. h. except over Ghat sections. While the speeds are generally satisfactory, over certain sections, the trains are very slow. Complaints regarding this were made particularly over the Parasia—Seoni section. The trains over this section, which serve very important places such as Chindwara, Seoni, should be speeded up.

6.138. As already stated, there is no question of considering the closing down of this system. In accordance with the general policy, therefore, the conversion of the system into Broad Gauge has to be considered. The system falls into two sections—the section north of the South Eastern Railway Broad Gauge main line and the section south of it. From the traffic point of view, the northern section is far more important. We consider that surveys should be conducted for the gradual conversion into Broad Gauge of the northern section consisting of—

(1) Parasia—Chindwara—Seoni—Nainpur—Mandla Fort ;

(2) Jabalpur—Nainpur—Balaghat—Gondia and branches ; and

(3) Chindwara—Nagpur and branches.

(ii) Raipur—Dhamtari (N. G.—89 kms.)

6.139. This line takes off from Raipur on the Nagpur—Howrah line. There is a small branch line, 16 kilometres long from Abhanpur on the Dhamtari line to an important place called Rajim. This line has been showing a surplus and is the one Narrow Gauge line whose operating ratio has tended to approximate to that on a Broad Gauge.

6.140. The passenger traffic has been maintaining an increasing trend since 1963-64—though the major portion of traffic still moves by road. The goods traffic on this line has been diverted to road due to—

(1) non-availability of wagons, especially covered empties ; and

(2) detention of traffic at the transhipment point at Raipur.

6.141. Dhamtari is an important town. It is a big timber centre. It is also the rail-head for the entire Bastar region. Rajim is another very important trade centre. The traffic over the line has reached a saturation point. There is hardly any scope to improve the facilities to attract more goods traffic. The question to be considered is, therefore, one of conversion of the line to Broad Gauge. We recommend that a survey be conducted urgently into this.

6.142. The Bhilai—Dhallirajara Broad Gauge line runs parallel to this line, about 20 kilometres to the west. The construction of this line has not very much affected the traffic over the Raipur—Dhamtari line.

(iii) Naupada—Gunupur (N. G.—90 kms.)

6.143. This was a Light Railway built by the Maharaja of Parlakimidi, the section Naupada—Parlakimidi having been opened in 1900. The section Naupada to Parlakimidi (excl.) is in Andhra Pradesh while Paslakimidi (incl.) to Gunupur section is in the Orissa State. The earning on the Railway during 1966–67 was Rs. 4.50 lakhs, while the expenditure was Rs. 8.23 lakhs.

6.144. The committee feel that hardly anything has been done to improve the condition of the line, after it was taken over from the Maharaja. The locomotives and goods stock are largely overaged. The rails are old and of light section, for the first 43 kilometres. The entire section is provided primarily with moorum ballast The trains are run at extremely slow speeds.

6.145. The committee noted that, despite availability of road services, there is considerable passenger traffic by rail and this is bound to improve, if the speeds of trains are improved.

6.146. The committee noted that foodgrain traffic within the Orissa State, which could move on the line and give it additional revenue, is not moving as it has to pass over a section of the line which is in a different State, *viz*., Andhra Pradesh. This fact was brought to the notice of the Orissa Government, who promised to correct the position, as such movement does not contravene any of their movement restrictions. This may be pursued with the State Government.

6.147. The Governments of Andhra Pradesh and Orissa strongly urged that the line should be converted into Broad Gauge. The Orissa Government further urged that the line should be extended beyond Gunupur to join the existing Broad Gauge line between Vizianagaram and Raipur at Rayagada, which is an important trade centre. The State Government feel that such an extension to Rayagada would help not only in making the line remunerative, but also in providing transport facilities in a tribal area.

6.148. We are of the view that an extension of the line to Rayagada is not likely to be justified, purely on commercial grounds. However, we suggest the proposition may be examined by the Railway if the agencies concerned with the development of tribal areas are prepared to give the necessary financial assistance.

6.149. As regards conversion of the existing line to Broad Gauge, the committee understand that a review made recently by the South Eastern Railway showed that the conversion would not be justified.

6.150. The track and rolling stock must, in any case, be rehabilitated so that trains can be run at a maximum speed of 50 km. p. h.

(iv) Rupsa—Talband (N. G.—114 kms.)

6.151. This line takes off from Rupsa on the main line near Kharagpur. The end section of this line, from Bangriposi to Talband, 25 kilometres long was closed in April 1967 due to absence of traffic. The line in use at present, therefore, runs only between Rupsa and Bangriposi, a distance of 89 kilometres.

6.152. The loss over the line during 1966–67 was Rs. 2.51 lakhs. There has, however, been no fall in traffic over this section for the last 5 years, excepting in 1967–68, when goods traffic was adversely affected due to floods in Orissa. The passenger trains run fully occupied.

6.153. There is considerable traffic in passenger as well as goods moving by road. The goods traffic consists of sabai rope, firewood, timber, myrobalams, mahua flour and seeds, bamboos etc. which could be attracted to the Railway if a better service is provided.

6.154. The main difficulties in increasing speeds of trains are as follows :—

(1) There is no turn-table at Rupsa due to which engines have to run tender foremost in one direction ;

(2) The track between Baripada and Bangriposi is unfit for heavier type of engines ; and

(3) The passenger trains are non-vacuumed.

As regards (1), we understand that provision of a turn-table at Rupsa has been programmed. As regards the other two difficulties, we feel the track should be strengthened and the question of provision of vacuum on the passenger should also be gone into.

6.155. We consider the potential traffic on this line justifies a consideration of converting this branch line to Broad Gauge and we recommend a survey be done for this purpose.

6.156. The Orissa Government urge that—

(1) the portion Bangriposi to Talband, which had been closed for traffic, should be re-opened, as there is considerable forest produce in that area ;

(2) the line should be converted to Broad Gauge and extended beyond Talband to join Rairangpur station on the Tatanagar—Badampahar line, their argument in favour of such an extension being also provision of communications in a tribal area ;

(3) a link between this line and the Kharagpur—Tatanagar main line should be provided either between Rajaluka and Kokpara (distance 36 kilometres) or between Budamara and Chakulia (distance 40 kilometres).

6.157. We consider that—

(1) the Bangriposi—Talband section should be re-opened for traffic ; and

(2) surveys should be made regarding linking Rajaluka or Budamara with Kokapara or Chakulia. As regards extending the line beyond Talband to Rairangpur, we do not consider it would be justified on purely commercial grounds. It should, however, be examined if the agencies concerned with development of tribal areas are prepared to give the necessary financial assistance.

6.158. If the conversion of the existing line to Broad Gauge is not found to be justified, the line should be brought upto standard by increasing the sleeper density as well as provision of stone ballast, so that the maximum permissible speed can be increased to 50 km. p. h.

(v) Purulia—Kotshila (N. G.—35 kms.)

6.159. This 35 kilometres long Narrow Gauge line connects two Broad Gauge sections of the South Eastern Railway. Formerly the whole of the section Purulia to Lohardaga was on Narrow Gauge. Due to various traffic developments in the area, the section Kotshila—Muri Ranchi has been gradually converted to Broad Gauge, leaving the two end sections, *viz.*, Purulia to Kotshila and Ranchi to Lohardaga on the Narrow Gauge.

6.160. Booking of goods traffic from stations on this section had been close in 1963. The passenger traffic on the section is also very little and can be easil handled by the good road, which runs adjacent to the Railway. There is, howeve a very keen demand from West Bengal Government as well as the public that th section should be converted to Broad Gauge on the following grounds :—

(1) The conversion of this line into Broad Gauge, providing a direct Broa Gauge link, will improve the employment opportunities for people of this area.

(2) Such a conversion will provide a shorter through Broad Gauge lin between several pairs of important stations such as Ranchi and Howrah.

(3) From the operational point of view, there will be available an alternati\ Broad Gauge route in this area of very concentrated traffic.

(4) There are prospects of improved traffic due to the construction of tl Bokaro Steel Plant.

We feel there is considerable force in the above arguments and recommer that the conversion of this to Broad Gauge should be urgently examined.

6.161. If a conversion is not found to be justified, diesel car units should l introduced to provide a fast and frequent service over the line.

(vi) Ranchi—Lohardaga (N. G.—69 kms.)

6.162. Bauxite ore is the main traffic of this section. It moves from Lohardaı to Muri with transhipment at Ranchi. The Narrow Gauge line is quite adequa to deal with the existing traffic.

6.163. There are prospects of attracting some vegetable traffic by quotatic of competitive rates. This should be tried.

6.164. The Bihar Government stated that they had some industrial schem for this area, which would necessitate the conversion of the line to Broad Gau and also its extension into the interior. The question of converting the line in Broad Gauge may be considered, when these schemes are developed.

WESTERN RAILWAY (31 Lines)

6.165. This Railway contains the largest number of uneconomic lines. V shall first deal with the Narrow Gauge lines, which alone number twenty-or These twenty-one Narrow Gauge lines are—

Baroda Division (14 lines)—

(i) Chhota-Udaipur—Jambusar.

(ii) Chhuchhapura—Tankhala.

(iii) Dabhoi—Timba Road.

(iv) Chandod—Dabhoi—Miyagam—Malsar.

(v) Choranda—Motikoral.

(vi) Broach—Jambusar—Kavi.

(vii) Samni—Dahej.

(viii) Nadiad—Kapadvanj.
(ix) Nadiad—Phij—Bhadran.
(x) Godhra—Lunavada.
(xi) Champaner—Pani Mines.
(xii) Ankleswar—Rajpipla.
(xiii) Jhagadia—Netrang.
(xiv) Kosamba—Umarpada.

Bhavnagar Division (2 lines)—
(xv) Bhavnagar—Mahouwa.
(xvi) Joravarnagar—Sayla.

Rajkot Division (2 lines)—
(xvii) Morvi—Tankara.
(xviii) Morvi—Ghantila.

Ratlam Division (2 lines)—
(xix) Piplad—Deugadhbaria.
(xx) Ujjain—Agar.

Bombay Division (1 line)—
(xxi) Billimora—Waghai.

6.166. The undermentioned seven Narrow Gauge lines in the Baroda Division are connected with each other—

(i) Chhota-Udaipur—Jambusar (150 kms.).
(ii) Chhuchapura—Tankhala (38 kms.).
(iii) Dabhoi—Timba Road (100 kms.).
(iv) Chandod—Dabhoi—Miyagam—Malsar (87 kms.).
(v) Choranda—Motikoral (19 kms.).
(vi) Broach—Jambusar—Kavi (73 kms.).
(vii) Samni—Dahej (39 kms.).

The financial results show that in 1966-67, the earnings on Chhota-Udaipur—Jambusar line were Rs. 56.60 lakhs while the expenses were Rs. 59.70 lakhs. This loss works out to only 4.4 per cent of the capital. The loss is thus marginal. In the case of Chhuchhapura—Tankhala section, which is a branch of Chhota-Udaipur—Jambusar line, there was actually a small surplus of Rs. 45,000 during 1966-67. The position in regard to the other lines is as under—

	Total earnings (Rs. in lakhs)	Loss (Rs. in lakhs)
Dabhoi—Timba Road	8.04	5.49
Chandod—Malsar	13.41	6.03
Choranda—Motikoral	1.32	1.15
Broach—Kavi	6.64	3.56
Samni—Dahej	2.98	2.40

The figures refer to 1966-67.

6.167. The passenger traffic over the Chhota-Udaipur-Jambusar section has been steadily increasing for the last five years. There has been a decline in the goods traffic since 1965-66. Traffic in the important item of Dolomite, however, has been steady and would have been better with better supply of wagons. The traffic on the Chhuchhapura—Tankhala section has been fairly satisfactory.

6.168. Taking into account the existing traffic and the future possibilities, we consider the section Chhota-Udaipur to Pratapnagar, along with the branch Chhuchhapura—Tankhala deserves to be considered for conversion to Broad Gauge. We ecommend that this should be examined.

6.169. As regards the other sections, although they have been showing losses to varying degrees, the traffic over these sections is such that they will have to be maintained and run properly. Apart from taking action in regard to improving connections with main line trains, speeding up trains, improving wagon supllies, etc., which we have listed in our general observations in Chapter V, it may be examined whether the town of Jambusar requires three stations (Jambusar Jn., Jambusar City, and Jambusar Road) to serve it.

6.170. It would have been possible to close down the Choranda—Motikoral section for goods traffic, but for the fact that the road in the area does not seem to be an all-weather road. If the road can be improved to become an all-weather road, it would be possible to effect some economies by keeping the line open only for passenger traffic and running diesel car units over the section.

(viii) Nadiad—Kapadvanj (45 kms.)

(ix) Nadiad—Bhadran (58 kms.)

6.171. The losses on these two sections amounted to Rs. 2.76 lakhs and Rs. 5.00 lakhs approximately. These two sections are connected and are worked by engines, located at Nadiad. The area is well served by roads. While there is a fair quantum of passenger traffic, the goods traffic is negligible.

6.172. We suggest the two sections be closed down for goods traffic and kept open only for passenger and coaching traffic. This will enable mixed trains to be eliminated and better passenger services to be provided.

(x) Godhra—Lunavada (40 kms.)

6.173. This is an isolated Narrow Gauge section. While passenger traffic is steady, goods traffic is very little, amounting to only about 10 tonnes a day. There is a good all-weather road between Godhra—Lunavada running parallel to the Railway.

6.174. We suggest the section should be closed down for goods traffic and kept open only for passenger and coaching traffic. As the passenger traffic is also not heavy, it can be conveniently catered for by diesel car units.

(xi) Champaner—Pani Mines (49 kms.)

6.175. This is an isolated Narrow Gauge section and the loss during 1966-67 was Rs. 2.26 lakhs. This line was constructed to serve the manganese mines. Manganese ore traffic, however, has dwindled due to want of foreign markets. The extraction of ore from the Pani mines is also comparatively uneconomical. Nevertheless, since manganese traffic has not completely ceased, we do not recommend closure of the line for goods traffic. The position should be watched and if the manganese traffic dries up completely, then the section should be closed down for goods traffic and passenger traffic catered for by diesel car units.

(xii) Ankleswar—Rajpipla (63 kms.)

(xiii) Jhagadia—Netrang (30 kms.)

6.176. Jhagadia—Netrang is a branch taking off from Jhagadia on the Ankleswar—Rajpipla branch. While Ankleswar—Rajpipla branch showed a loss of about Rs. 4.5 lakhs, the Jhagadia—Netrang branch showed a small surplus.

6.177. There is a proposal to construct a dam—the Nawagaon Dam, on the Narbada river off Rajpipla. If the construction of the dam fructifies, it may be necessary to convert the Ankleswar—Rajpipla branch into Broad Gauge. If, therefore, the construction of the dam is likely to be taken up in the near future, no money should be spent on track improvement etc. over this line. If the construction of the dam is not likely to be taken up, then these two sections should be brought up to standard, both as regards track and rolling stock.

(xiv) Kosamba—Umarpada (62 kms.)

6.178. This is an isolated branch line which showed a loss of about Rs. 2.3 lakhs. While passenger traffic has been on the increase, goods traffic, which consists mainly of forest produce has been on the decline.

6.179. There are two trains each way, both being mixed trains. As the passenger traffic is quite heavy, we consider that there is scope for more traffic to be attracted, if the speeds are improved. We recommend that the track should be brought up to standard which requires relaying with 50 lb. rails. Thereafter, the speed of trains should be improved and if possible, an additional train should be introduced and run as a purely passenger train.

Bhavnagar Division (2 lines)

(xv) Bhavnagar—Mahouwa (108 kms.)

6.180. This Narrow Gauge line joins the Metre Gauge system at either end. The loss is estimated at about Rs. 8 lakhs. The passenger traffic is very heavy. The goods traffic, however, is very little.

6.181. There are important mandies on the line. Considerable traffic goes straight by road and is offered at stations on the Metre Gauge system, such as Sihor to avoid transhipment difficulties. The Gujarat Government explained that there are vast limestone deposits and prospects of cement factories being set up. Further, a dam is being constructed across the Shetranji river, which will irrigate a large area coming within the influence of this line. For all these reasons, we consider there is likely to be justification for converting this line into Metre Gauge. We recommend that a proper survey should be undertaken into this.

6.182. The existing conditions are very unsatisfactory, as the locomotives are mostly overaged and unable to pull the loads. If conversion to Metre Gauge does not prove justified, urgent action should be taken to rehabilitate the track and rolling stock.

(xvi) Joravarnagar—Sayla (27 kms.)

6.183. This is a short isolated line, over which there is a fair amount of passengers, but negligible goods traffic. The loss over the line was about Rs. 2.31 lakhs.

6.184. We suggest that the section should be closed for goods traffic and diesel car units introduced for clearing the passenger traffic.

Rajkot Division (2 lines)

(xvii) Morvi—Tankara (20 kms.)

6.185. This short branch had earnings of only Rs. 40,000 while the expenditure was Rs. 2.98 lakhs, thus incurring a loss of Rs. 2.54 lakhs. The main importance of this line is that Tankara is the birth place of Swami Dayanand Saraswati. There is a public sentiment that the line to such a place should continue to run. There is, however, a very good road between Morvi and Tankara which can conveniently deal with all the traffic and which is even now handling the bulk of the traffic.

(xviii) Morvi—Ghantila (45 kms.)

6.186. This is another Narrow Gauge line taking off from Morvi, which had an earning of Rs. 1.25 lakhs and sustained a loss of Rs. 2.0 lakhs. The passenger traffic is fairly heavy. Goods traffic, mostly salt, has almost completely disappeared, due to road competition. We suggest that this section be closed for goods traffic and diesel car units run to cater to the passenger traffic.

Ratlam Division (2 lines)

(xix) Piplad—Deugadhbaria (15 kms.)

6.187. This small isolated branch line sustained a loss of Rs. 1.50 lakhs. The main goods traffic of this section is timber, averaging to about 15 tonnes per day. The area is well served by roads. We suggest the section be closed down for goods traffic and the passenger traffic be catered for by diesel rail cars.

(xx) Ujjain—Agar (67 kms.)

6.188. This is an isolated Narrow Gauge branch line which sustained a loss of Rs. 5.37 lakhs. There is substantial passenger traffic over the section. Outward goods traffic averages to only 16 tonnes per day, mostly of foodgrains. Since foodgrains traffic can be conveniently handled by road, we recommend that the section should be closed for goods traffic and kept open only for passenger traffic. Since this is an isolated Narrow Gauge line, the passenger traffic can best be catered for by running diesel car units.

Bombay Division (1 line)

(xxi) Billimora—Waghai (63 kms.)

6.189. This is an isolated Narrow Gauge section, joining the Broad Gauge main line at Billimora. There is heavy passenger traffic on the line, averaging to about 1,800 passengers per day. There is also fairly heavy traffic of timber, firewood and hay. We consider that conversion of this line into Broad Gauge is justified.

6.190. Besides the 21 Narrow Gauge lines, which we have dealt with above, there are 10 other lines on the Metre Gauge over the Western Railway, which are also in the list of uneconomic lines. We now deal with these lines.

Bhavnagar Division (5 lines)

(i) Kunkavav—Derdi (11 kms.)

6.191. This is a small section which sustained a loss of Rs. 82,000. Passenger traffic is poor and goods traffic is negligible. There is one mixed train running each way daily. The area is well served by good roads. There will be no public inconvenience if the line is closed down.

(ii) Talala—Delvada (70 kms.)

(iii) Prachi Road—Kodinar (25 kms.)

6.192. The second line takes off from Prachi Road, a station on the first line. The two lines together sustained a loss of over Rs. 8 lakhs during 1961–62. During 1966–67, while the first line continued to show a loss, Prachi Road—Kodinar showed a small surplus of Rs. 58,000.

6.193. Over the Talala—Delvada section, there is considerable passenger as well as goods traffic. There is a sugar factory at Kodinar, which used to give traffic in sugar. This traffic, however, has been diverted to the road.

6.194. The maximum permissible speed is 50 km. p. h. on both sections. Trains, however, run tender foremost from Prachi Road to Kodinar. We consider it desirable that this line is closed for goods traffic and diesel car units are introduced to serve passengers.

(iv) Ningala—Gadhada—Swaminarayan (15 kms.)

6.195. On this short branch, passenger traffic has been gradually coming down and now averages to only about 200 per day. Goods traffic is negligible. There is extensive road development in the area.

6.196. Trains run tender foremost from Ningala. Due to sharp curves, there is a permanent speed restriction of 15 km. p. h. Therefore, no advantage will be gained by having a turn-table, at Ningala, to enable trains to run engine foremost. We suggest the section should be closed down for goods traffic, so that the trains can be run as passenger trains instead of mixed trains.

(v) Botad—Jasdan (54 kms.)

6.197. This branch line sustained a loss of nearly Rs. 4 lakhs. Passenger traffic averages to about 250 per day and goods traffic is negligible. The area is well served by roads.

6.198. Suggestions have been made that the line will be more paying if it is extended and joined with Rajkot. Such a link will give a shorter direct connection between Rajkot and Ahmedabad. This may not be so important if the project of converting the line from Viramgam to Okha into Broad Gauge fructifies. We understand a survey for Jasdan—Rajkot link has been made, but found to be unremunerative. We suggest the position should be reviewed in the light of existing conditions, to see whether such a link would prove financially justified or otherwise prove useful.

Rajkot Division (2 lines)

(vi) Than—Chotila (20 kms.)

6.199. This is a short Narrow Gauge branch, taking off Than Jn. The passenger traffic has been declining since 1964–65 and now averages to about 370 passengers per day. The goods traffic has also been declining since 1965–66. The main traffic from the section is silica sand. There are adequate road facilities in the area.

6.200. Than Jn. lies on the Viramgam—Okha section, whose conversion to Broad Gauge is, we understand, under examination. If a conversion to Broad Gauge of this line comes about, Than Jn. to Chotila will become an isolated Metre Gauge section. In the event, we consider that this section can be closed down without any inconvenience to public.

(vii) Hadmatia—Jodiya (38 kms.)

6.201. The passenger traffic on this line has been very poor at about 60 passengers per day. Goods traffic has dwindled to practically nothing. The area is well served by road, with good roads to Jamnagar. There is no likelihood of any improvement in the traffic over this line.

6.202. If the conversion of the Viramgam—Okha line into Broad Gauge comes about, this branch will become an isolated Metre Gauge Branch. In that event, we consider the line can be dismantled without any inconvenience to the public of the area.

Jaipur Division (2 lines)

(viii) Fatehpur—Shekhawati—Churu (43 kms.)

6.203. As already stated, this section cannot be considered as a branch line, as it forms a part of a through line of communication. Moreover, this line does not show a loss, if the interest on capital is not taken into account.

6.204. There is fairly substantial passenger traffic from this section, averaging to about 470 passengers per day. Owing to development of road competition, goods traffic has dropped down to negligible proportions. There may be a small saving by closing down all stations on this section for goods traffic, and keeping them open only for passenger and other coaching traffic.

(ix) Sanganer Town—Toda Rai Singh (105 kms.)

6.205. Before the merger of Princely States, it was intended to take this line upto Bundi in Bundi State. Due, however, to lack of funds with Bundi State, the construction was stopped at Toda Rai Singh, on the border of Jaipur State. There is fairly heavy passenger traffic over the line, averaging to about 700 passengers per day. Goods traffic, however, averages to only about 7 tonnes per day.

6.206. The most important town on the line is Diggi, where there is the well-known temple of Shree Kalyanji. The temple, however, is about 5 kms. from the station. There is possibility of improved pilgrim traffic if a city booking office is established at the site of the temple.

6.207. The Rajasthan Government suggest an extension of the line to Bundi where there are large limestone deposits. Bundi is situated between Kotah Jn. and Chittor, between which a survey is being conducted for the construction of a line. If construction of that line is justified, extension of the Sanganer Town—Toda Rai Singh line upto Bundi will give a direct connection between Jaipur and Kotah via Toda Rai Singh.

We suggest that the economy of extension of this line to Bundi be considered along with the survey for a line between Kotah and Chittor.

Ajmer Division (1 line)

X. Gandhidham—New Kandla (12 kms.)

6.208. This line is a link to the port of Kandla. The Railway is working the line on behalf of the Port. The question of " loss " has arisen only because the terms for working of this line had not been settled between the Ministry of Railways and the Ministry of Transport. We understand this matter has now been settled.

6.209. We may summarize here our recommendations for surveys in respect of the various lines, so far as conversion to another gauge and possible extensions are concerned.

(1) Lines in respect of which we have suggested surveys for extension—

(i) Dholpur—Tantpur to Band Bareta (N. G.).
(ii) Bhuktiarpur—Rajgir to Nawadah (B. G.).
(iii) Rohtak—Gohana to Panipat (B. G.).
(iv) Barhan—Etah to Kasganj and Agra (B. G.).
(v) Akbarpur—Tanda to Tanda Town (B. G.).
(vi) Rangapara North—Tezpur to Bhumraguri (M. G.).
(vii) Sagara—Talguppa to Honavar (M. G.).
(viii) Nanjangud—Chamarajanagar to Satyamangalam and Coimbatore (M. G.).
(ix) Chikjajur—Chitradurg to Rayadrug (M. G.).
(x) Botad—Jasdan to Rajkot (M. G.).
(xi) Sanganer Town —Toda Rai Singh to Bundi (M. G.).

(2) Narrow Gauge lines in respect of which we have suggested surveys for conversion to a broader gauge with or without further extensions—

(i) *Pachora—Jamner.*—Conversion to Broad Gauge with extension to Bodwad.

(ii) *Shantipur—Nabadwipghat.*—Conversion of Shantipur to Krishnanagar to Broad Gauge with closing down of Nabadwipghat—Krishnanagar City branch.

(iii) *Bangalore City—Bangarapet.*—Conversion to Metre Gauge with a link between Srinivasapuri and Madanapalle Road.

(iv) *Kurduwadi—Pandharpur.*—Conversion to Broad Gauge.

(v) *Kurduwadi to Latur section.*—Conversion to Broad Gauge with extension to Latur Road.

(vi) *Raipur—Dhamtari.*—Conversion to Broad Gauge.

(vii) *Rupsa to Talband.*—Conversion to Broad Gauge with a link between Rajaluka and Kokpara or Budamara and Chakulia.

(viii) *Satpura Railway.*—Conversion of the northern section to Broad Gauge.

(ix) *Chhota Udaipur—Pratapnagar along with Chhuchapura—Tankhala branch.*—Conversion to Broad Gauge.

(x) *Billimora to Waghai.*—Conversion to Broad Gauge.

(xi) *Bhavnagar—Talaja—Mahuva.*—Conversion to Metre Gauge.

(xii) *Purulia—Kotshila.*—Conversion to Broad Gauge.

In respect of Naupada—Gunupur and Rupsa—Talband, we have recommended examination of extension to Rayagada and Rairangpur respectively, provided the agencies concerned with the development of tribal areas provide the necessary financial assistance.

6.210. We fully appreciate that the above projects will require considerable finance. We fell, however, that a definite sum should be set aside in the plans, so that the execution of such of them as may be found to be financially justified, may be undertaken in a phased manner. We thought it proper that the question of finances required for the rehabilitation and proper running of these uneconomic lines should be brought to the notice of the Convention Committee, which is presently holding sittings. A Memorandum (copy at Annexure 15) was accordingly sent to the Minister for Railways, for consideration of the Convention Committee.

CHAPTER VII

SUMMARY OF CONCLUSIONS AND RECOMMENDATIONS

We give below a summary of our conclusions and recommendations—

Sl. No.	Para No.	Conclusion/Recommendation
1	3.04 ..	For the purpose of examination of viability, only the following should be treated as Branch lines :— (1) A line of any gauge, joined to the main system at one end only, and (2) All Narrow Gauge lines.
2	3.05 ..	Chord lines or parts of chord lines—other than Narrow Gauge lines—need not be considered from the point of view of economic viability.
3	3.06 ..	A branch line should be considered as a whole. Only if the whole branch line is found to be uneconomic, should an end section of such a branch be considered separately.
4	3.09 (i) ..	In making estimates of loss, the interest element should not be taken into account, as laid down in Para 846 of the Railway General Code.
5	3.09 (ii) ..	The formula adopted by certain Railways in estimating main line earnings, does not bear scrutiny.
6	3.13 ..	In the division of goods earnings between main line and a branch line, the procedure should allow for a credit for terminals to the end Railways.
7	3.21 ..	In arriving at the expenses of a branch line, by *pro-rata* calculations, expenditure not relevant to branch lines, should be excluded, as far as possible.
8	3.23 ..	In estimating the share of joint expenditure to be attributed to a branch line, a percentage only of the expenditure should be taken, as under— Head of account — Percentage A-II .. 40 per cent B-II .. 80 per cent C-II .. 60 per cent C-III .. 60 per cent
9	3.24 ..	No part of expenditure falling under General Administration should be apportioned to a branch, unless the "branch" is an extensive system.
10	3.25 ..	The instructions in Paras 844, 845 and 846 of the General Code, should be elaborated, so that a correct and uniform procedure is followed by all Railways in estimating losses.

Sl. No.	Para No.	Conclusion/Recommendation
11	3.27 ..	We suggest trained Cost Accountants being attached to the Costing Cell of the Railway Board.
12	4.11 ..	Branch lines should not be looked at in isolation but as part of an integrated Railway system.
13	4.13 ..	Even though a line may be losing, we must look at the economic purposes it is serving to an area.
14	4.18 ..	The postponement of proper maintenance and replacement of stock have themselves resulted in deterioration of service, which, in turn, has contributed to loss of revenue.
15	4.19 ..	We observe that sometimes conversion of crossing stations into halt stations is opposed, as this involves loss of Telegraph facilities.
16	4.20 ..	The directive that Railways should encourage development of road transport service on routes parallel to unremunerative lines should be cancelled.
17	4.28 ..	An examination should be made whether the charges for goods traffic on Narrow Gauge lines can be appropriately enhanced.
18	4.31 .	State Governments who feel strongly on the closure of Branch lines should take a more active part in ensuring better rail-road co-ordination.
19	5.03 (i) ..	Wagon stock should be augmented and timely supply of adequate number of wagons ensured.
20	5.03 (ii) ..	Supply of matching stock at transhipment points should be arranged on a preferential basis, to avoid delays in transhipment.
21	5.03 (iii) ..	Attention should be paid to adjusting train timings to suit local needs and to ensure proper connections with main line trains.
22	5.03 (iv) ..	Passenger services should be frequent and for this purpose diesel car units, developed by the Eastern Railway, are most suitable, for the Narrow Gauge.
23	5.03 (v) ..	Dieselization of motive power should be considered, particularly for sections far removed from coal-fields.
24	5.03 (v) ..	A study should be made whether mechanical maintenance of track, even for lightly worked sections, can give economics.
25	5.03 (v) ..	The scope of economics by power operation of points and signals should be examined.

Sl. No.	Para No.	Conclusion/Recommendation
26	5.03 (v) ..	Possibilities of Centralized Traffic Control over lightly worked sections, giving economics by way of staff reduction, should be examined.
27	5.03 (vi) ..	Greater attention should be paid to the provision of facilities at stations on the uneconomic lines.
28	5.03 (vii)	Where there are a number of trains running each way, at least one of them should be made into a fast train.
29	5.03 (viii)	When possible, all available trains should not be run as mixed trains and at least one of the trains should run as a fast passenger train.
30	5.03 (ix) ..	All trains are scheduled at 10 per cent less than the maximum permissible speed. Feasibility of either eliminating this or reducing this should be examined.
31	5.03 (x) ..	As far as possible booking of passengers by Guards of trains should be discontinued and this work arranged through Halt Agents.
32	5.03 (xi) ..	There should be no distinction between rural and other areas in respect of commission to Halt Agents. It should be ensured that even in rural areas the rate of commission yields about Rs. 150 per mensem.
33	5.03 (xii)	To ensure that tickets for distant places are stocked by Agents, a suitable scheme should be evolved to enable them to return unsold tickets.
34	5.03 (xiii)	Stricter and more constant ticket checking should be enforced.
35	5.03 (xiv)	On uneconomic sections, provision of halts, even if an existing station is less than 5 kilometres away, should be considered.
36	5.03 (xv) ..	Attractive special rates should be quoted on uneconomic branches to recreate a travel-by-rail habit.
37	5.03 (xvi)	There should be a vigorous drive by contacting rail users to attract goods traffic.
38	5.03 (xvii)	Possibility of letting out rest houses to outsiders on a fairly high rent should be considered.
39	5.03 (xviii)	Surplus land should be rented out.
40	5.03 (xix)	Divisional officers should carry out frequent and surprise inspections of Branch lines.

Sl. No.	Para No.	Conclusion/Recommendation
41	5.04 and 5.05.	The public and State Governments should appreciate that Railway finances are subject to a very heavy strain and should co-operate in making the branch lines viable. The State Governments should play a more active role by asking the Regional Transport Authorities to regulate not only route permits but also timings of buses etc.
42	5.06 ..	(1) The State Governments can make a positive contribution by using the Railways to transport their own traffic. (2) There should be committees at the Railways Zonal and Divisional levels to review periodicallty the problems of uneconomic lines. The Railway Board should annually review the working of these committees and place copies of such reviews on the Table of both Houses of the Parliament.
43	6.007 ..	Special attention should be paid to the following eight lines as they account for the major portion of the losses :— (i) Gwalior—Shivpuri. (ii) Gwalior—Sheopur Kalan. (iii) Barasat—Hasnabad. (iv) Darjeeling—Himalayan. (v) Tezpur—Rangapara North. (vi) Mettupalaiyam—Ootacamund. (vii) Bangalore City—Bangarapet. (viii) Satpura Railway.
44	6.012 ..	**(1) Gwalior—Shivpuri, (2) Gwalior—Sheopur Kalan and (3) Gwalior—Bhind.**—The track should be improved and the rolling stock replaced urgently.
45	6.016 ..	**Dholpur—Tantpur—Sirmuttra.**—(i) The track and rolling stock should be renovated. (ii) Diesel Car units should be introduced. (iii) Special attention should be paid to check ticketless travel.
46	6.017 ..	Extension of Dholpur—Tantpur to Band Bareta should be surveyed.
47	6.020 ..	**Pachora—Jamner.**—(i) Conversion of the line to Broad Gauge and extension to Bodwad should be surveyed. (ii) Diesel Car units should be introduced.
48	6.023 ..	**Neral—Matheran.**—(i) Rolling stock should be renovated. (ii) Traction should be completely dieselized.

Sl. No.	Para No.	Conclusion/Recommendation
49	6.028 ..	**Barasat—Hasnabad.**—(i) Through services from Hasnabad or Basirhat to Sealdah should be introduced. (ii) The following stations should be converted to halt stations :— Kedambagadri. Beliaghata Road. Madhyampur.
50	6.032 ..	**Bhaktiyarpur—Rajgir.**—The State Government must be persuaded to provide feeder roads to the stations.
51	6.033 ..	The passenger stock used on the line should be properly maintained.
52	6.034 ..	Extension of the line to Nawadah should be surveyed.
53	6.037 ..	**Shantipur—Nabadwipghat.**—(i) Survey should be made of dismantling the Krishnanagar City—Nabadwipghat and simultaneously converting Krishnanagar City—Shantipur to Broad Gauge. (ii) The Narrow Gauge line should be brought upto standard. (iii) The sections should be open only for passenger traffic. (iv) The service should be run by Diesel Car units.
54	6.040 ..	**Rohtak—Gohana.**—(i) Restoration of the Gohana—Panipat link should be surveyed. (ii) Track should be properly ballasted and trains run at faster speeds.
55	6.043 ..	**Barhan—Etah.**—(i) Track should be ballasted and brought upto standard. (ii) Trains should be run faster. (iii) Diesel Car services should be introduced.
56	6.044 ..	Approach road at Jalesar and Awagarh should be improved.
57	6.045 ..	(i) Extension of the line to Kasganj is recommended. (ii) Linking Barhan with Agra should be surveyed.
58	6.048 ..	**Akbarpur—Tanda.**—(i) Time of rail travel should be substantially reduced. (ii) Extension of the line to bring it nearer to Tanda Town should be surveyed.
59	6.055 ..	**Pathankot—Joginder Nagar.**—Dieselization of the traction should be considered.
60	6.056 ..	An out-agency at Jawalamukhi Temple should be established.
61	6.060 ..	**Batala—Qadian.**—Possibility of curtailing the train service should be examined.

Sl. No.	Para No.	Conclusion/Recommendation
62	6.062 ..	**Kalka—Simla.**—Steam traction should be completely replaced by Diesel traction.
63	6.063 ..	The Rail Cars should be replaced by new ones.
64	6.065 ..	Speeds should be improved.
65	6.067 ..	**Mathura—Vrindaban.**—(i) Timings of trains should be re-examined. (ii) A through train from Achnera to Vrindaban should be introduced.
66	6.069 ..	The facilities at Vrindaban Road station on the Central Railway should be improved.
67	6.073 ..	**Mariani—Jorhat—Neamati.**—The section from Jorhat to Neamati is not serving any useful purpose.
68	6.074 ..	The service on the Mariani—Jorhat section should be improved.
69	6.075 ..	**Lataguri—Ramshai.**—This line serves no purpose.
70	6.077 ..	**Rangapara North—Tezpur.**—Feasibility of easing the curves should be examined.
71	6.078 ..	Extension of the line to Bhumraguri should be surveyed.
72	6.082 ..	**Darjeeling—Himalayan Railway.**—(i) Every effort should be made to attract Tea traffic to the Railway. (ii) Railways should organize their own road service, for carrying some of the up traffic.
	6.083 ..	(iii) Steam locomotives should be replaced by diesels.
73	6.085 ..	**Sagara—Talguppa.**—Extension to Honavar should be re-examined.
74	6.087 ..	**Nanjangud—Chamarajanagar.**—Track should be brought upto standard.
75	6.088 ..	Extension of the line to Satyamangalam and from there to Coimbatore should be surveyed.
76	6.092 ..	**Mettupalaiyam—Ootacamund.**—(i) Timings of trains should be adjusted and trains should be speeded up. (ii) Diesel traction should be introduced.
77	6.093 ..	Reduced rates for 1st class should be quoted in the off season.
78	6.094 ..	Possibility of carrying all goods traffic by trucks, owned by the Railway, should be examined.

Sl. No.	Para No.	Conclusion/Recommendation
79	6.095 ..	**Shoranur—Nilambur.**—The line should be properly maintained.
80	6.097 ..	**Bangalore City—Bangarapet.**—There should be stricter checking against ticketless travel.
81	6.098 ..	Diesel car units should be introduced for catering to passenger traffic.
82	6.099 ..	Stations between Bangalore City and Kolar should be closed down for goods traffic.
83	6.100 ..	Conversion of the line to Metre Gauge with a link between Srinivasapuri and Madanapalle Road should be surveyed.
84	6.102 ..	**Madurai—Bodinayakkanur.**—(i) Cardamom traffic from Bodinayakkanur should be canvassed. (ii) There should be stricter check over ticketless travel.
85	6.103 ..	Tamil Nadu Government may be approached again regarding closing down the line.
86	6.105 ..	**Chikjajur—Chitradurg.**—The line should be kept open for passenegr traffic only and diesel cars should be run.
87	6.106 ..	Extension of the line to Rayadrug should be surveyed.
88	6.107 ..	**Mayuram—Tranquebar, Peralam—Karaikkal.**—Diesel car services should be introduced over these two lines.
89	6.108 ..	**Nidamangalam—Mannargudi.**—Track should be strengthened so that the axle-load restriction can be removed.
90	6.109 ..	**Walajah Road—Ranippet ai.**—The firm at Rani pettai should be persuaded to use the Railway. If not, there is no alternative to closing the line.
91	6.110 ..	**Villupuram—Pondicherry.**—Diesel car service should be introduced.
92	6.114 ..	**Salem—Metur Dam.**—There should be vigorous canvassing for the traffic from Metur Dam.
93	6.116 ..	**Dhond—Baramati.**—The track should be improved.
94	6.117 ..	Possibility of inducing Walchand Industries to improve their tram line to Bhigwan should be examined.
95	6.124 ..	**Latur—Kurduwadi Miraj.**—The section Kurduwadi—Pandharpur should be converted to Broad Gauge.
96	6.125 ..	Converted goods stock should not be used for passenger traffic in normal times.

Sl. No.	Para No.	Conclusion/Recommendation
97	6.126 ..	Conversion of Kurduwadi—Latur section to Broad Gauge with extention to Latur Road should be surveyed.
98	6.127 ..	(i) The necessity for speed restriction on the Kurduwadi—Barsi section shound be examined. (ii) Tne Maharashtra Government should be persuaded to widen the road.
99	6.128 ..	Existing rolling stock should be immediately replaced.
100	6.130 ..	**Mudkhed—Adilabad.**—A through bogie between Secunderabad and Adilabad should be introduced.
101	6.132 ..	**Satpura Railway.**—A departmental committee should examine the economics of the Satpura Railway, section by section.
102	6.136 ..	A study should be made of the economics achieved by the introduction of diesels.
103	6.137 ..	Trains over the Parasia—Seoni section should be speeded up.
104	6.138 ..	A survey should be conducted for the gradual conversion of the northern section to Broad Gauge.
105	6.140 ..	**Raipur—Dhamtari.**—Goods traffic has been diverted to road due to non-availability of wagons.
106	6.141 ..	Conversion of the line to Broad Gauge should be surveyed.
107	6.144 ..	**Naupada—Gunupur.**—Hardly anything has been done to improve the line after taking it over from the Maharajah of Parlakimidi.
108	6.145 ..	Passenger traffic will improve, if speeds are improved.
109	6.146 ..	Orissa Government should be requested to correct a misapprehension that foodgrains traffic cannot move from one part of Orissa to another part because such movement is over Andhra Pradesh.
110	6.148 ..	Extension of the line to Rayagada should be examined along with agencies concerned with development of tribal areas.
111	6.150 ..	Track and rolling stock should be rehabilitated.
112	6.153 ..	**Rupsa—Talband.**—Goods traffic can be attracted by provision of better services.
113	6.154 ..	(i) Track between Baripada and Bangriposi should be made fit for heavy type of engines. (ii) Passenger trains should be provided with vacuum.

Sl. No.	Para No.	Conclusion/Recommendation
114	6.155 ..	Conversion of the line to Broad Gauge should be surveyed.
115	6.157 ..	(i) Bangriposi to Talband should be reopened for traffic. (ii) Provision of a link between Budamara and Chakulia or Rajaluka and Kokpara should be surveyed. (iii) Extension to Rairangpur may be examined along with agencies concerned with development of tribal areas.
116	6.158 ..	Track should be made fit for speeds of 50 km. p. h.
117	6.160 ..	**Purulia—Kotshila.**—Conversion of the line to Broad Gauge should be examined.
118	6.161 ..	If conversion is not justified, diesel car units should be introduced to cater for passenger traffic.
119	6.162 ..	**Ranchi—Lohardaga.**—Efforts should be made to attract vegetable traffic.
		Western Railway—Narrow Gauge Lines
120	6.168 ..	Conversion of Chhota-Udaipur to Pratapnagar, together with the branch Chhuchhapura—Tankhala to Broad Gauge should be surveyed.
121	6.169 ..	(i) On the other lines, track should be maintained properly and trains should be run faster. (ii) It should be examined whether Jambusar Town requires three stations to serve it.
122	6.172 ..	Nadiad—Kapadvanj and Nadiad—Bhadran sections should be closed down for goods traffic.
123	6.174 ..	Godhra—Lunavada section should be closed down for goods traffic and diesel car units introduced to cater to the passenger traffic.
124	6.175 ..	If the manganese ore traffic over the Champaner—Pani Mines dries up completely, the section should be closed for goods traffic and passenger traffic should be catered to by diesel car units.
125	6.177 ..	(i) if the Nawagaon Dam construction comes up early, conversion of Ankleswar—Rajpipla line to Broad Gauge should be surveyed. (ii) Otherwise, this line, along with the branch Jhagadia—Netrang should be brought up to standard.
126	6.179 ..	The track on the Kosamba—Umarpada section should be brought up to standard and speeds of trains improved. If possible, an additional train should be run.

Sl. No.	Para No.	Conclusion/Recommendation
127	6.181 ..	Conversion of Bhavnagar—Mahouwa line to Metre Gauge should be surveyed.
128	6.182 ..	The locomotives on the section and the track should be renovated urgently.
129	6.184 ..	Joravarnagar—Sayla section should be closed for goods traffic and diesel car units introduced for passenger service.
130	6.186 ..	Morvi—Ghantila section should be closed for goods traffic and diesel car units should be run for passenger service.
131	6.187 ..	Piplad—Deugadhbaria section should be closed for goods traffic should be catered for by diesel car units.
132	6.188 ..	Ujjain—Agar section should be closed for goods traffic and diesel car service introduced for passenger traffic.
133	6.189 ..	Conversion of Billimora—Waghai line to Broad Gauge should be surveyed.
		Western Railway—Metre Gauge Sections
134	6.191 ..	Kunkavav—Derdi section can be closed down without any public inconvenience.
135	6.194 ..	Prachi Road—Kodinar section can be closed down for goods traffic and diesel car units introduced to cater for passenger traffic.
136	6.196 ..	Ningala—Gadhada—Swaminarayan section can be closed down for goods traffic.
137	6.198 ..	Extension of Botad—Jasdan line upto Rajkot should be surveyed.
138	6.200 ..	If the section Okha—Viramgam is converted to Broad Gauge, the Than—Chotila section should be closed down.
139	6.202 ..	If Okha to Viramgam is converted to Broad Gauge, Hadmatia—Jodiya section can be closed down.
140	6.204 ..	The stations on the Fatehpur—Shekhawati—Churu section can be closed down for goods traffic.
141	6.206 ..	A city booking office should be established at the Shree Kalyanji Temple near Diggi on the Sanganer Town—Toda Rai Singh line.
142	6.207 ..	Possibility of extending the line upto Bundi should be surveyed along with the survey of Kotah—Chittor line which is in hand.
143	6.210 ..	Specific sums should be set aside for carrying out the projects and improvements suggested by us.

Acknowledgements

7.02. We wish to express our thanks to the Chief Ministers, Ministers and Officers of various States for the keen interest they took in the work of the Committee and for the assistance rendered.

The Committee was greatly impressed by the enthusiasm shown and the interest taken by leading individuals, representatives of the areas and the general public at various places and appreciates the valuable suggestions made by them.

We are grateful to the Chairman, Financial Commissioner and Member, Finance (Accounts) of the Railway Board, for giving us the benefit of their views.

We are also thankful to the General Managers and other Officers of the Zonal Railways for the useful discussions and for having made the necessary arrangements for the tours of the Committee.

The P. S. and P. A. to Member-Secretary and other staff attached to the Committee worked ungrudgingly for long hours and we greatly appreciate their diligence and devotion.

ROHAN LAL CHATURVEDI
Chairman

S. C. SAMANTA
Member

G. C. BAVEJA
Member

T. K. PATEL
Member

K. NARAYANAN
Member

N. P. C. NAIDU
Member

J. B. RAO
Member-Secretary

New Delhi
8th December 1969

ANNEXURE 1

EXTRACTS FROM LOK SABHA DEBATES ON 19th MARCH 1969

Shri Chengalraya Naidu (Chittoor) :—Sir, I congratulate the new Railway Minister, Dr. Ram Subhag Singh, on his bold decision to continue the uneconomic Railway lines. If he had cared for the advice of the Railway authorities, he would not have continued these Railway lines, but because he is a **kisan** he has seen reason and has taken the interest of the public as a whole into consideration. For that I congratulate him.

But I suggest one thing to him. Instead of saying that these are uneconomic Railway lines, if the Railway people had taken some interest in improving these lines, they would have become economic by this time. The Railway people do not take interest in finding out ways and means to improve traffic and get more money from these Railway lines. I suggest that a small, functional committee be appointed to find out ways and means to improve traffic and Railway income on these lines. I do not want some Railway Board or Railway people to be appointed on this committee. Such committees will not do any good. They will only draw their T. A. and D. A. and they will not do any good. I want a committee not of a dozen or many people but of about four or five people. Everybody should not be only from the other side, that is, educated people or financial advisers. I want some **kisans** also to be included in that committee who would take a bold decision and suggest ways and means using their commonsense.

Mr. Chairman :—Is it your idea that this committee should consist of Members of Parliament who travel more by train than by air ?

Shri Chengalraya Naidu :—I said that some **kisans** should be there in the committee and not Members of Parliament alone. I have no objection if you take one or two from Parliament and others from the other people. They must go into the matter, decide and give a report within one or two months ; they should not take more time. I want such a committee to be appointed which must go into the matter immediately and take a decision.

Shri Ram Subhag Singh :—As my hon. friend, Shri Naidu, pointed out about the uneconomic lines, this is a good suggestion because the Railways are meant to serve the people. If we go on shrinking our size, I do not know what will happen to the Railways. Therefore, I accept Shri Naidu's suggestion that there should be a committee to go into this matter. I think, my colleague, Shri R. L. Chaturvedi, will agree to preside over it. There will be a few Members of Parliament, one or two at the most, and some experts also on that committee because their advice will have to be sought.

ANNEXURE 2

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

No. E (RB)I/69/CO1/27

New Delhi
dated 8th Vaisakha 1891
28th April 1969

RESOLUTION

In the course of the debate on the Railway Budget 1969–70 in the Lok Sabha, the Minister for Railways accepted the suggestion of a Member that a Committee should be formed in order to advise the Government on measures to improve the working of the uneconomic branch lines of the Indian Railways. The Government of India have accordingly decided to consistitute a Committee, to be known as the Uneconomic Branch Lines Committee, 1969, consisting of the following :—

1. Shri Rohan Lal Chaturvedi, Deputy Minister for Railways	Chairman.
2. Shri N. P. C. Naidu, Member, Lok Sabha	Member.
3. Shri S. C. Samanta, Member, Lok Sabha	Member.
4. Shri T. K. Patel, Member, Rajya Sabha	Member.
5. Shri J. B. Rao, Officer on Special Duty (F. S.), Railway Board	Member-Secretary.
6. Shri K. Narayanan, Joint Secretary, Ministry of Transport and Shipping.	Member.

The terms of reference of the Committee will be—

> " To review the existing procedures and policy regarding identification of uneconomic branch lines and measures taken to improve their working and keeping in view the recommendations made by the Committee on Transport Policy and Co-ordination, the Estimates Committee (1967–68) Tenth Report (Fourth Lok Sabha) and the Public Accounts Committee (1968–69) 49th Report, to suggest ways and means of improving the working of the uneconomic branch lines so as to make them economically viable and recommend suitable measures to reduce or eliminate the burden on the Indian Railways of the recurring financial loss of working these uneconomic lines ".

The Committee will endeavour to complete the work as early as possible.

Order :—Ordered that copy of the Resolution be communicateed to the Chairman and Members of the Committee.

Ordered also that the Resolution be published in the *Gazette of India* for general information.

C. S. PARAMESWARAN

Secretary, Railway Board

ANNEXURE 3

GOVERNMENT OF INDIA

MINISTRY OF RAILWAYS

(Railway Board)

No. ERBI-69/CO1/27

New Delhi
dated 22nd Jayistha 1891
12th June 1969

NOTIFICATION

In continuation of the Ministry of Railways (Railway Board) Resolution No. ERBI-69/CO1/27 dated 28th April 1969, the Government of India have decided to appoint Shri G. C. Baveja, Joint Secretary, in the Planning Commission, as an additional Member of the Uneconomic Branch Lines Committee, 1969.

C. S. PARAMESWARAN

Secretary, Railway Board

ANNEXURE 4

MINISTER FOR RAILWAYS SPEECH AT THE INAUGURAL MEETING OF THE UNECONOMIC BRANCH LINES COMMITTEE, 1969 ON 8th MAY 1969

There are certain lines about which we have already made up our mind that they are uneconomic and, therefore, should not be allowed to exist. They are 10 Broad Gauge, 27 Metre Gauge and 40 Narrow Gauge lines. Narrow Gauge lines are in some of our best areas, densely populated and agriculturally advanced areas. I must pay my tribute to the people of these Railways who, during those difficult periods, studied the problem of transport in these areas and got these smaller lines constructed. These lines are spread all over India and are serving the real requirement of the people.

On some lines, trains are taking more time now than they were taking previously. Unless these lines are run in a proper way with adequate facilities, how can anybody go to use them. So they are uneconomic due to our inertia. I am unable to reconcile to the idea of dismantling these lines because they are uneconomic at this particular time. Dismantling will mean contracting, shrinking, and one day there may remain only Howrah—Delhi line. Then somebody may say that even this line is not economic and may be dismantled.

Some losses have been incurred by the Railway and the Budget was not balance year before last. It does not mean rates and fares may be increased, but finance must be properly studied to balance it better. The real technique of finance should be to earn income from every line by better utilization. Dismantling will simply not be allowed by the people of those areas. Better utilization of the lines is the proper alternative.

We are having so many feeder routes today with a view to properly feeding trunk routes and bigger routes on the Railway. For maintaining these trunk routes, it is necessary that sectional Railways must exist.

Railway is not only an earning but also a utility concern. We must balance between the commercial and the utilitarian ideas. The moment we say it is a utility concern, how can we agree to abandon the people residing in a difficult area ? Economically it may not be possible to maintain the line. By "economically", I mean according to Railway system of economic idea, which idea I want to change. We should study how best to improve the finances of these lines.

Due to bad type of arrangement, people do not send goods by train but by other means of transport and here lies the crux of the problem. Provide better facilities, do not allow pilferage, do not delay in giving delivery or booking of goods, send goods with proper marking in good time and thereby you will attract traffic and improve your economy.

Samantaji is a respected Member of Parliament and has studied this matter quite thoroughly and so also Mr. Naidu and Narayanan and the Chairman Chaturvediji. I am happy that they have readily agreed to serve on this committee. I would like to have their guidance—guidance not only on the basis of the record but after going deeply into the matter, because this is a problem which should be studied more minutely.

Everywhere this idea is working that wherever there is some difficulty you get out of this difficulty. But unless and until we learn to plunge into a difficulty, we would not be able to provide better facilities to the people. I would like this Committee to really plunge into this most difficult problem and see how best we can extend lines rather than shrinking them altogether.

Uneconomic lines are not always in areas which are having better roads or other transport facility. On Shahdra—Saharanpur or Tundla—Etah line, there are no parallel roads. Even if they are there, there are plenty of passengers and materials to be carried. The only thing required is better facilities and better type of management. I know the worth of the Railway people, Railway Board and of the zonal officials. They have the capacity to handle it. We only require to induce them to see their capacity and competence. They are famous everywhere for their capacity to do anything that is entrusted to them, and here is a task.

I would very humbly suggest that we may not allow the Railways which we have built to be dismantled. This no responsible or any reckless man can do. The real responsibility is to maintain them and extend them. What would be the shape of our country if there are no Railway lines to Simla, Dehra Dun, Darjeeling.

Had there been no Chinese aggression there would have been no roads in border areas. This was a blessing though the worst type of blessing. Nobody wanted to look to these areas. No officer wanted to go and serve there. I would like the best officers to be put on sectional Railways so that they may improve them. They should show merit by making an uneconomic line an economic one. Wherever there be any uneconomic line, let us develop the track properly, provide better coaches, better amenities like lighting, water and other facilities and also send good officials who may not feel that they have been sent there because they are condemned officials.

I again welcome you and I hope you will give us real good guidance in maintaining these lines. You will go more deeply in this problem not only on the lines suggested by the Transport Committee or the Estimates Committee or the Public Accounts Committee—as these are the recommendations based on the reports furnished by various authorities on the existing records—but go off the record and into the heart of the people and minds of the people, towards their problems and difficulties and find better solutions to the problems and give us good guidance in order to serve the country.

ANNEXURE 5

PLACES AND LINES VISITED BY THE COMMITTEE

Date	Places/line visited
25- 5-1969 ..	Calcutta.
27- 5-1969 ..	Shillong.
28- 5-1969 ..	Rangapara North—Tezpur line.
29- 5-1969 ..	Gauhati.
30- 5-1969 ..	Siliguri—Darjeeling line.
31- 5-1969 ..	Darjeeling.
20- 6-1969 ..	Bhuj. Gandhidham—New Kandla line.
21- 6-1969 ..	Maliya. Morvi. Morvi—Tankara line. Tankara.
22- 6-1969 ..	Rajkot.
24- 6-1969 ..	Bhavnagar—Talaja line. Talaja. Bhavnagar.
25- 6-1969 ..	Ahmedabad.
26- 6-1969 ..	Baroda. Pratapnagar—Dabhoi line. Dabhoi.
27- 6-1969 ..	Pratapnagar—Jambusar line. Jambusar.
28- 6-1969 ..	Bombay.
5- 7-1969 ..	Madras.
6- 7-1969 ..	Tiruchchirappalli.
7- 7-1969 ..	Madurai—Bodinayakkanur line. Bodinayakkanur. Madurai.
8- 7-1969 ..	Mettupalaiyam—Ootacamund line.
9- 7-1969 ..	Ootacamund.
10- 7-1969 ..	Chamarajanagar. Nanjangud—Chamarajanagar line. Mysore.
12- 7-1969 ..	Sagara—Talguppa line. Talguppa. Sagara.
13- 7-1969 ..	Chikjajur—Chitradurg line. Chitradurg. Chikjajur.
14- 7-1969 ..	Srinivasapuri—Bangarapet line. Bangalore.
6- 9-1969 ..	Calcutta. Barasat—Hasnabad line.
8- 9-1969 ..	Waltair.
9- 9-1969 ..	Naupada—Parlakimidi line. Parlakimidi. Naupada.
10- 9-1969 ..	Puri. Bhubaneswar.
11- 9-1969 ..	Rupsa, Rupsa—Baripada line. Baripada.
12- 9-1969 ..	Purulia—Kotshila line. Purulia.
12 -9-1969 ..	Garh Jaipur. Kotshila. Ranchi—Piska line. Ranchi.
13- 9-1969 ..	Bakhtiyarpur—Rajgir line. Rawapuri Road. Patna.
19- 9-1969 ..	Junnor Deo. Parasia—Chhindwara section. Chhindwara—Seoni section. Seoni.
20- 9-1969 ..	Nainpur—Balaghat—Gondia section. Raipur—Dhamtari line. Raipur. Abhanpur. Dhamtari.
21- 9-1969 ..	Saoner—Khapri Kheda section.
22- 9-1969 ..	Nagpur.
23- 9-1969 ..	Bhopal.
24- 9-1969 ..	Jhansi.
5-10-1969 ..	Pathankot—Palampur line. Pathankot. Jawalamukhi Road. Palampur.
6-10-1969 ..	Nawanshahr Doaba—Rahon line. Nawanshahr Doaba. Rahon. Chandigarh.
7-10-1969 ..	Gohana—Rohtak line. Gohana. Rohtak. Delhi.
8-10-1969 ..	Hyderabad.
9-10-1969 ..	Pandharpur—Kurduwadi—Barsi Town line. Pandharpur. Kurduwadi. Barsi Town.
10-10-1969 ..	Bombay.
12-10-1969 ..	Gwalior—Shivpuri line. Gwalior. Shivpuri.
13-10-1969 ..	Dholpur—Mohari line. Dholpur. Mohari. Bari.
14-10-1969 ..	Mathura—Vrindaban line. Mathura. Vrindaban.
21-10-1969 ..	Barhan—Etah line. Awagarh. Jalesar City. Etah. Kasganj.
22-10-1969 ..	Lucknow.
24-10-1969 ..	Sanganer Town—Diggi line. Diggi. Jaipur.

ANNEXURE 6

ORGANIZATIONS MET BY THE COMMITTEE

27-5-1969 ..	Railway Divisional Scheme Virodhi Karma Parishad, Gauhati.
28-5-1969 ..	Darrang Chamber of Commerce, Tezpur.
20-6-1969 ..	Chamber of Commerce, Bhuj.
21-6-1969 ..	Municipal Committee, Wankaner. Chamber of Commerce, Morvi.
22-6-1969 ..	Chamber of Commerce, Rajkot.
24-6-1969 ..	Chamber of Commerce, Talaja. Gram Panchayat, Talaja. Taluka Panchayat, Talaja. Mahuva Municipality representatives at Talaja. Saurashtra Chamber of Commerce, Bhavnagar.
26-6-1969 ..	Central Gujarat Chamber of Commerce, Baroda. Rail and Road Passengers' Association, Baroda. Chamber of Commerce, Dabhoi. Mine Owners and Mineral Merchants' Association, Chhota Udaipur at Dabhoi. Municipal Committee, Dabhoi.
7-7-1969 ..	Madurai Ramnad Chamber of Commerce, Madurai. Madura Rice and Oil Mill Owners' Association, Madurai. Cardamom Traders Chamber, Bodinayakkanur. Chamber of Commerce, Theni. Merchants' Association, Bodinayakkanur.
10-7-1969 ..	Municipal Committee, Chamarajanagar.
12-7-1969 ..	Village Panchayat, Talguppa. Indian Plywood Mfg. Co. Ltd., Talguppa. Municipal Committee, Shimoga.
13-7-1969 ..	Cotton Market Committee, Chitradurg. Friends Association, Chitradurg.
9-9-1969 ..	Rail Users' Association, Naupada. Merchants' Association, Parlakimidi. Merchants' Association, Tekkali.
11-9-1969 ..	Merchants' Association, Baripada.
20-9-1969 ..	Dhamtari Municipal Committee, Dhamtari.
9-10-1969 ..	Barsi Municipal Council, Barsi. Chamber of Commerce, Barsi Town.
12-10-1969 ..	Madhya Pradesh Chamber of Commerce and Industry, Gwalior,

ANNEXURE 7

LIST OF UNREMUNERATIVE LINES FORMING THE BASIS OF THE STUDY OF THE UNECONOMIC BRANCH LINES COMMITTEE, 1969

Serial No	Railway and Section	Gauge	Length in Kms.	Year of opening
1	2	3	4	5
	Central Railway			
1	Gwalior—Shivpuri	N. G.	120	1899
2	Neral—Matheran	N. G.	20	1907
3	Gwalior—Bhind	N. G.	84	1899
4	Gwalior—Sheopur Kalan	N. G.	200	1904–1909
5	Dholpur—Tantpur—Mohari—Sirmuthra ..	N. G.	90	1908–1914
6	Pachora—Jamner	N G.	56	1918–1919
	Eastern Railway			
7	Baraset—Hasnabad	B. G.	53	1962
8	Rajgir—Bhakhtiyarpur	B. G.	53	1962
9	Shantipur—Nabadwipghat	N. G.	28	1899
	Northern Railway			
10	Rohtak—Gohana	B. G.	32	1958*
11	Barhan—Etah	B. G.	59	1958–1959
12	Bhildi—Raniwara	M. G.	69	1958
13	Akbarpur—Tanda	B. G.	17	1961*
14	Nawanshahr—Doaba Rahon	B. G.	7	1915
15	Pathankot—Joginder Nagar—			
	Pathankot—Nagrota	N. G.	109	1928–1929
	Nagrota—Joginder Nagar	N. G.	55	1954*
16	Batala—Qadian	B. G.	19	1928
17	Kalka—Simla	N. G.	96	1903
	North Eastern Railway			
18	Mathura—Vrindaban	M. G.	12	1889
19	Madhosingh—Mirzapur Ghat section	M. G.	12	1909–1912
	Northeast Frontier Railway			
20	Mariani—Jorhat—Neamati	M. G.	32	1942–1943
21	Lataguri—Ramshai	M. G.	9	1893
22	Darjeeling—Himalayan	N. G.	82	1880–1885
23	Tezpur—Rangapara North	M. G.	27	1953 †

ANNEXURE 7—contd.

Serial No	Railway and Section	Gauge	Length in Kms.	Year of opening
1	2	3	4	5
	Southern Railway			
24	Sagara—Talguppa	M. G.	15	1940
25	Nanjangud—Chamarajanagar	M. G.	36	1926
26	Mettupalaiyam—Ootacamund	M. G.	46	1908
27	Shoranur—Nilambur	B. G.	67	1954*
28	Bangalore City—Bangarapet	N. G.	154	1913–1918
29	Madurai—Bodinayakkanur	M. G.	90	1954*
30	Chikjajur—Chitradurg	M. G.	34	1921
31	Mayuram—Tranquebar	M. G.	29	1926
32	Peralam—Karaikkal	M. G.	24	1898
33	Nidamangalam—Mannargudi	M. G.	13	1915
34	Walajah Road—Ranippettai	B. G.	7	1899
35	Villupuram—Pondicherry	M. G.	39	1879
36	Tirunelveli—Tiruchendur	M. G.	62	1923
37	Salem—Metur Dam	B. G.	37	1929
	South Central Railway			
38	Dhond—Baramati	N. G.	44	1914
39	Miraj—Kurduwadi—Latur	N. G.	327	1877–1927
40	Mudkhed—Adilabad	M. G.	162	1947–1950
	South Eastern Railway			
41	Naupada—Gunupur	N. G.	90	1900, 1929–1931
42	Rupsa—Talband	N. G.	114	1905
43	Satpura Railway	N. G.	1007	1903–1916 1922–1932
44	Purulia—Kotshila	N. G.	..	1907
45	Ranchi—Lohardaga	N. G.	105	1913
46	Dhamtari branch	N. G.	89	1900
	Western Railway			
47	Chhuchhapura—Tankhala	N. G.	38	1923
48	Kosamba—Umarpada	N. G.	62	1912–1929
49	Jhagadia—Netrang	N. G.	31	1932

ANNEXURE 7—concld.

Serial No.	Railway and Section	Gauge	Length in Kms.	Year of opening
1	2	3	4	5
50	Choranda—Motikoral	N. G.	19	1921
51	Samni—Dahej	N. G.	39	1930
52	Godhra—Lunavada	N. G.	41	1913
53	Piplad—Devgadhbaria . . .	N. G.	16	1929
54	Joravarnagar—Sayla	N. G.	27	1948
55	Champaner—Shivrajpur . . .	N. G.	49	1911
56	Dabhoi—Timba Road	N. G.	100	1913–1919
57	Broach—Jambusar—Kavi	N. G.	76	1914–1929
58	Ankleswar—Rajpipla	N. G.	63	1897–1917
59	Chota-Udaipur—Jambusar	N. G.	150	1880–1917
60	Chandod—Malsar	N. G.	87	1879–1921
61	Nadiad—Kapadvanj	N. G.	45	1913
62	Nadiad—Phij—Bhadran	N. G.	58	1914–1953
63	Billimora—Waghai	N. G.	63	1914–1929
64	Morvi—Ghantila	N. G.	45	1904–1934
65	Bhavnagar—Talaja—Mahouwa	N. G.	108	1926–1938
66	Ujjain—Agar	N. G.	67	1932
67	Morvi—Tankara	N. G.	20	1894–1895
68	Kunkavav—Derdi	M. G.	11	1940
69	Prachi Road—Kodinar	M. G.	26	1938
70	Talala—Delvada	M. G.	71	1920–1935
71	Than—Chotila	M. G.	20	1926
72	Hadmatia—Jodiya	M. G.	38	1940
73	Ningala—Gadhada—Swaminarayan	M. G.	15	1929
74	Botad—Jasdan	M. G.	54	1913
75	Fatehpur—Shekawati—Churu	M. G.	43	1957
76	Sanganer Town—Toda Raisingh	M. G.	104	1950–1954
77	Ghandidham—New Kandla	M. G.	12	1956

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* These are dates of restoration. The lines were originally constructed much earlier but were pulled out in 1941 for war purposes.

† Date of commission to Metre Gauge. Prior to this, there was a Narrow Gauge line.

ANNEXURE 8-A

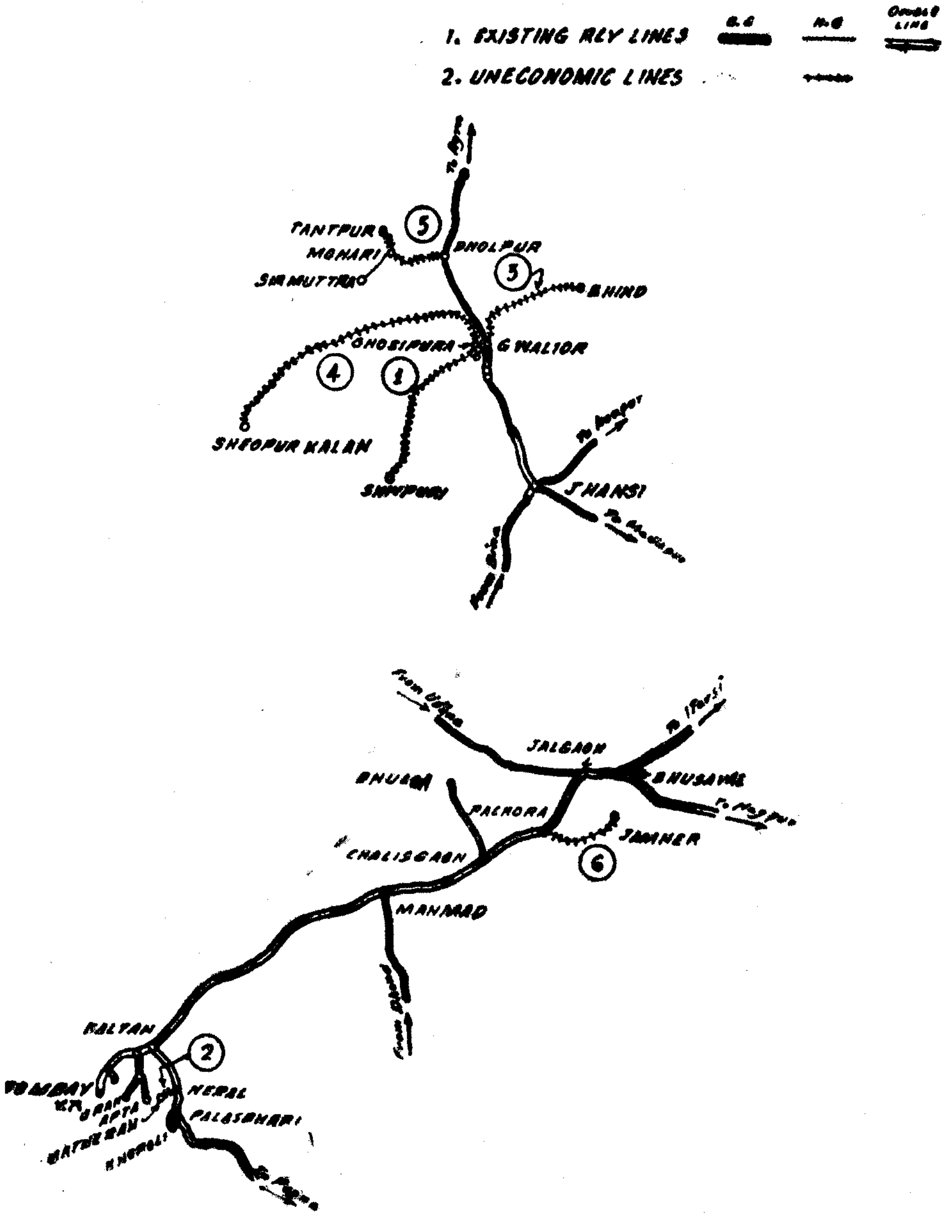
UNECONOMIC LINES ON CENTRAL RAILWAY

Scale : 1″ = 55.24 Miles

UNECONOMIC LINES

1. GWALIOR—SHIVPURI	N. G.
2. NERAL—MATHERAN	N. G.
3. GWALIOR—BHIND	N. G.
4. GWALIOR—SHEOPUR KALAN	N. G.
5. DHOLPUR—TANTPUR	N. G.
6. PACHORA—JAMNER	N. G.

References



ANNEXURE 8-B

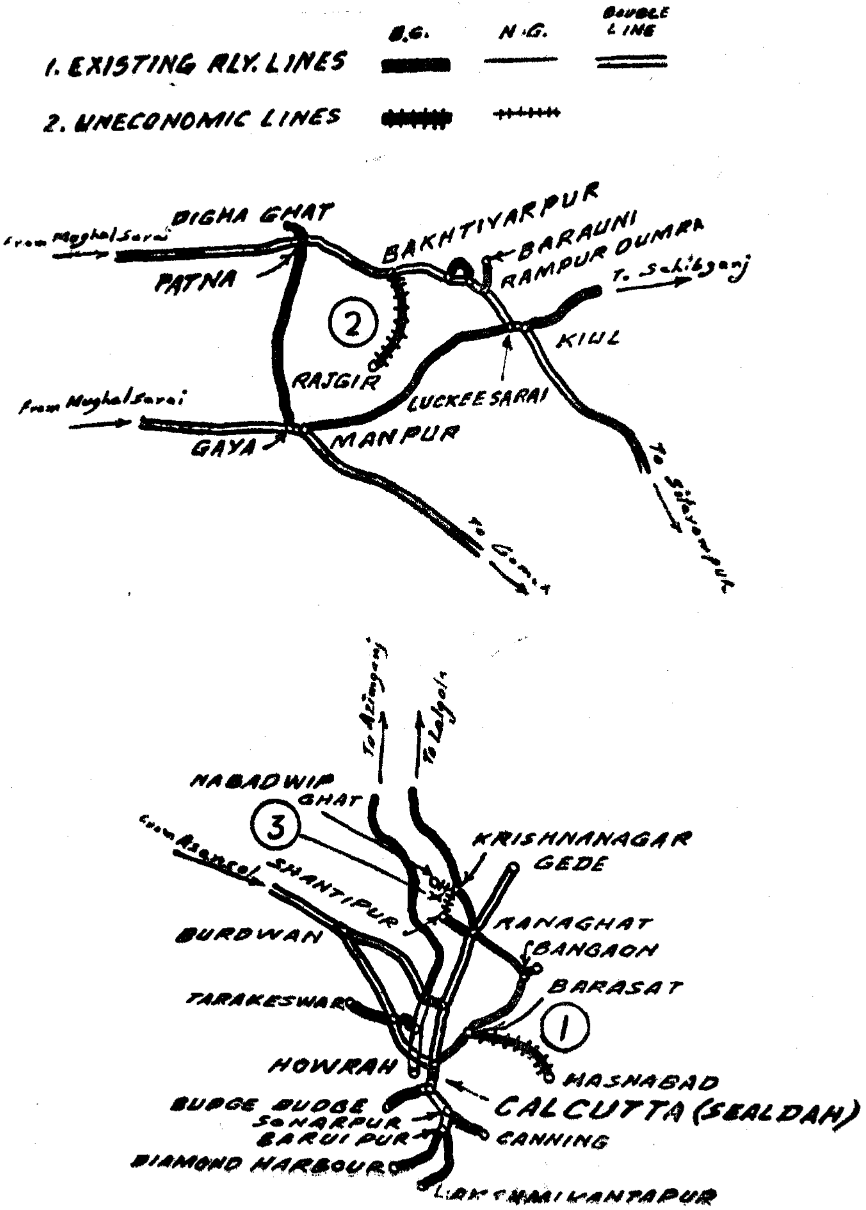
UNECONOMIC LINES ON EASTERN RAILWAY

Scale : 1" = 55.24 Miles

UNECONOMIC LINES

1. BARASAT—HASNABAD	B. G.
2. RAJGIR—BAKHTIYARPUR	B. G.
3. SHANTIPUR—NABADWIPGHAT	N. G.

References



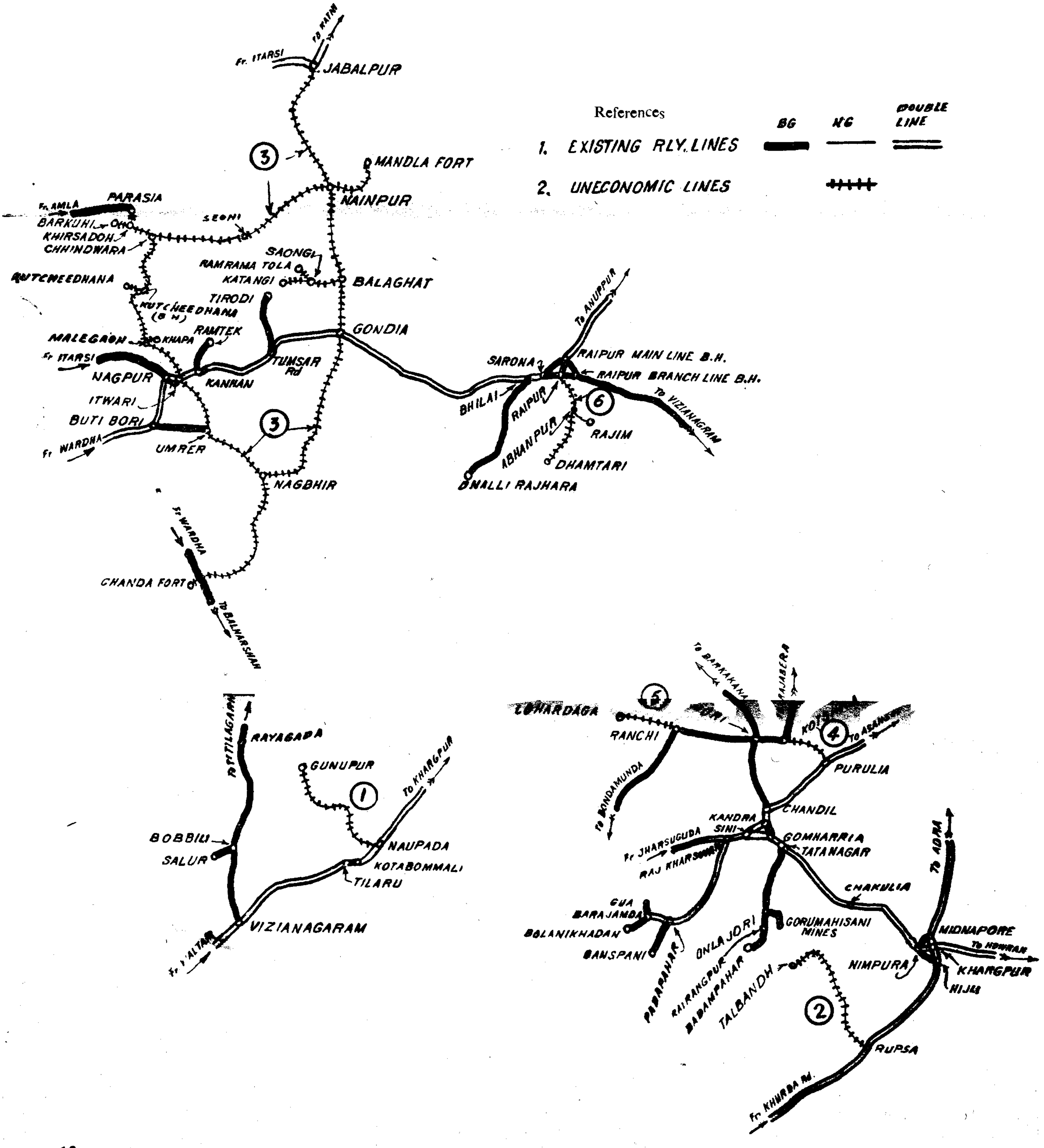
ANNEXURE 8-H

UNECONOMIC LINES ON SOUTH EASTERN RAILWAY

Scale : 1″ = 55.24 Miles

UNECONOMIC LINES

1. NAUPADA—GUNUPUR	N. G.
2. RUPSA—TALBANDH	N. G.
3. SATPURA RAILWAY	N. G.
4. PURULIA—KOTSHILA	N. G.
5. RANCHI—LOHARDAGA	N. G.
6. DHAMTARI BRANCH	N. G.



ANNEXURE 8-D

UNECONOMIC LINES ON NORTH EASTERN RAILWAY

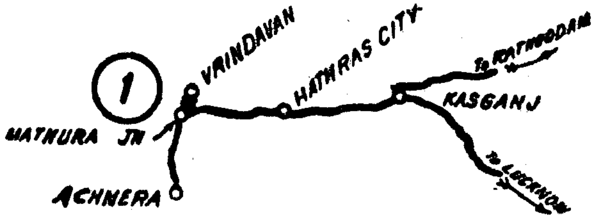
Scale : 1″ = 55.24 Miles

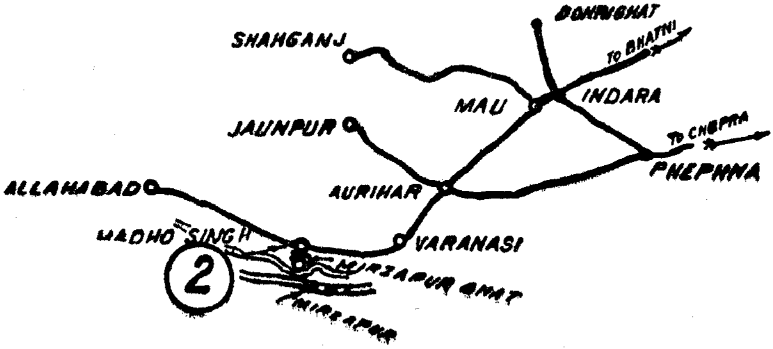
UNECONOMIC LINES

1.	MATHURA—VRINDABAN	M. G.
2.	MADHOSINGH—MIRZAPUR GHAT	M. G.

References

		MG	DOUBLE LINE
1.	EXISTING RLY. LINES	━	═
2.	UNECONOMIC LINES	┼┼┼	





ANNEXURE 8-E

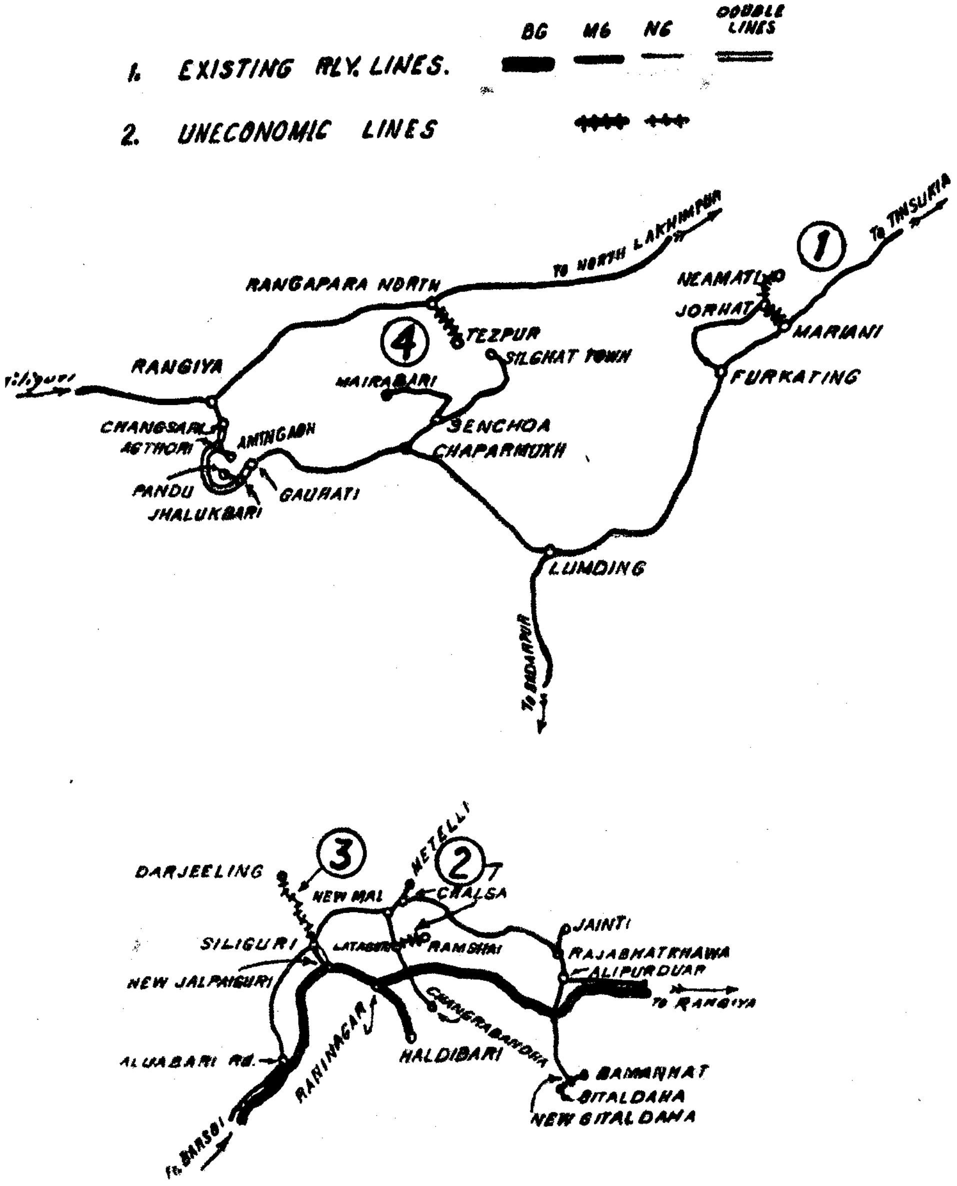
UNECONOMIC LINES ON NORTH EAST FRONTIER RAILWAY

Scale : 1″ = 55.24 Miles

UNECONOMIC LINES

1. MARIANI—JORHAT—NEAMATI	M. G.
2. LATAGURI—RAMSHAI	M. G.
3. DARJEELING HIMALAYAN	N. G.
4. TEZPUR—RANGAPARA NORTH	M. G.

References



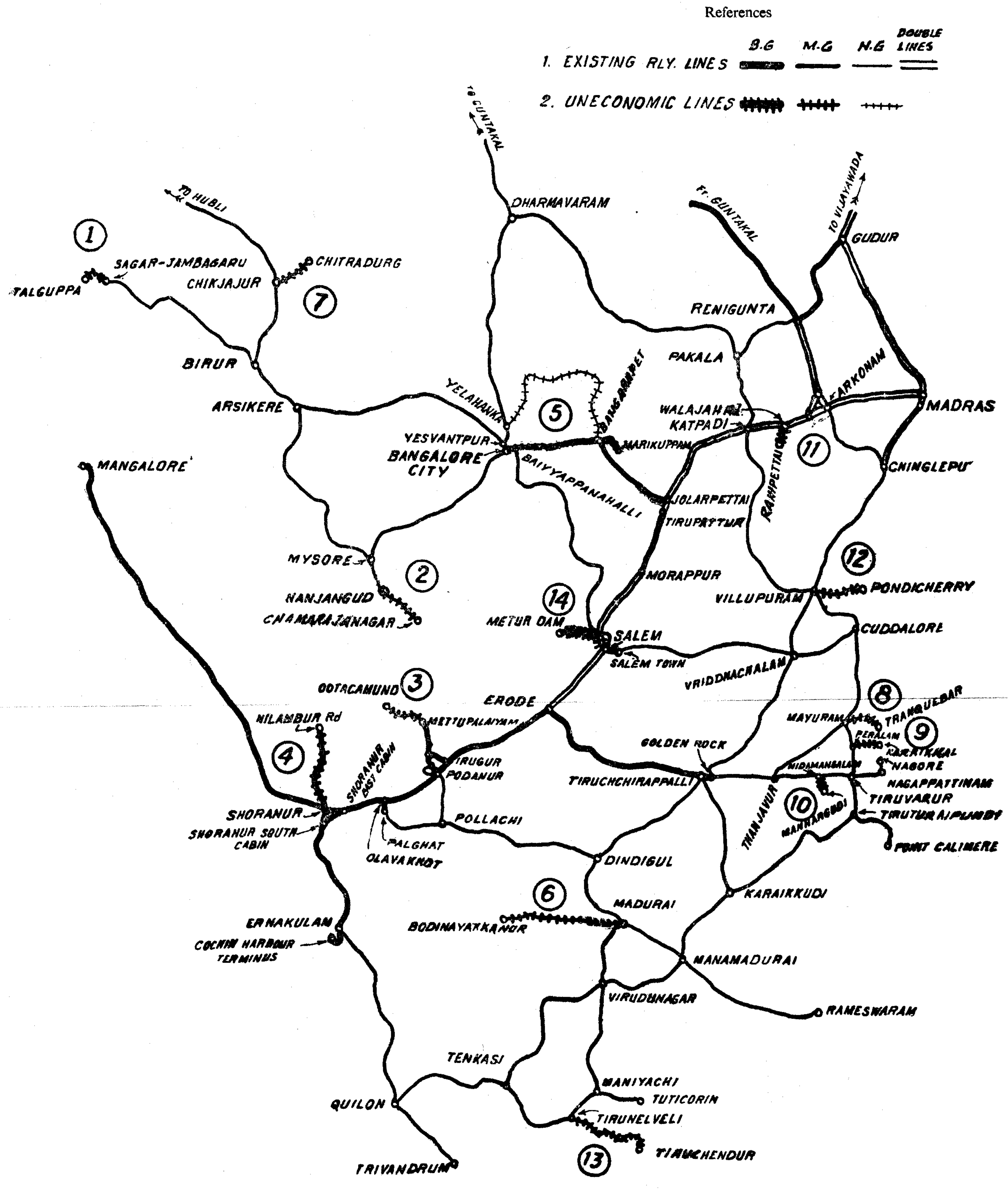
ANNEXURE 8-F

UNECONOMIC LINES ON SOUTHERN RAILWAY

Scale : 1″ = 55.24 Miles

UNECONOMIC LINES

1.	SAGARA—JAMBAGARU—TALGUPPA	M. G.
2.	NANJANGUD—CHAMARAJANAGAR	M. G.
3.	METTUPALAIYAM—OOTACAMUND	M. G.
4.	SHORANUR—NILAMBUR	B. G.
5.	YELAHANKA—BANGARAPET	N. G.
6.	MADURAI—BODINAYAKKANUR	M. G.
7.	CHIKJAJUR—CHITRADURG	M. G.
8.	MAYURAM—TRANQUEBAR	M. G.
9.	PERALAM—KARAIKKAL	M. G.
10.	NIDAMANGALAM—MANNARGUDI	M. G.
11.	WALAJAH ROAD—RANIPPETTAI	B. G.
12.	VILLUPURAM—PONDICHERRY	M. G.
13.	TIRUNELVELI—TIRUCHENDUR	M. G.
14.	SALEM—METUR DAM	B. G.



ANNEXURE 8-G

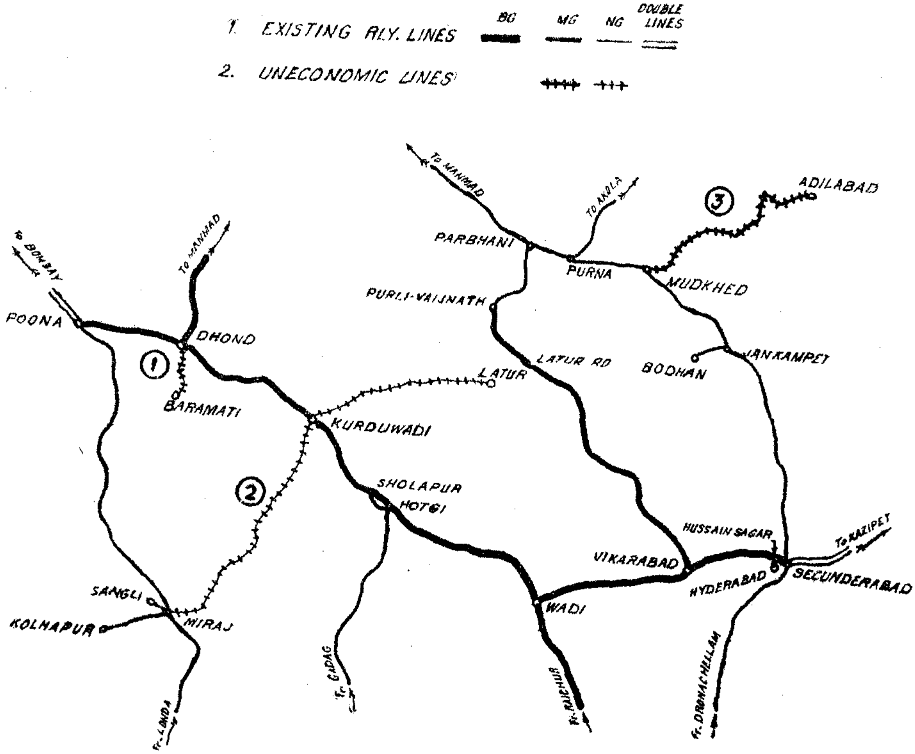
UNECONOMIC LINES ON SOUTH CENTRAL RAILWAY

Scale : 1″ = 55.24 Miles

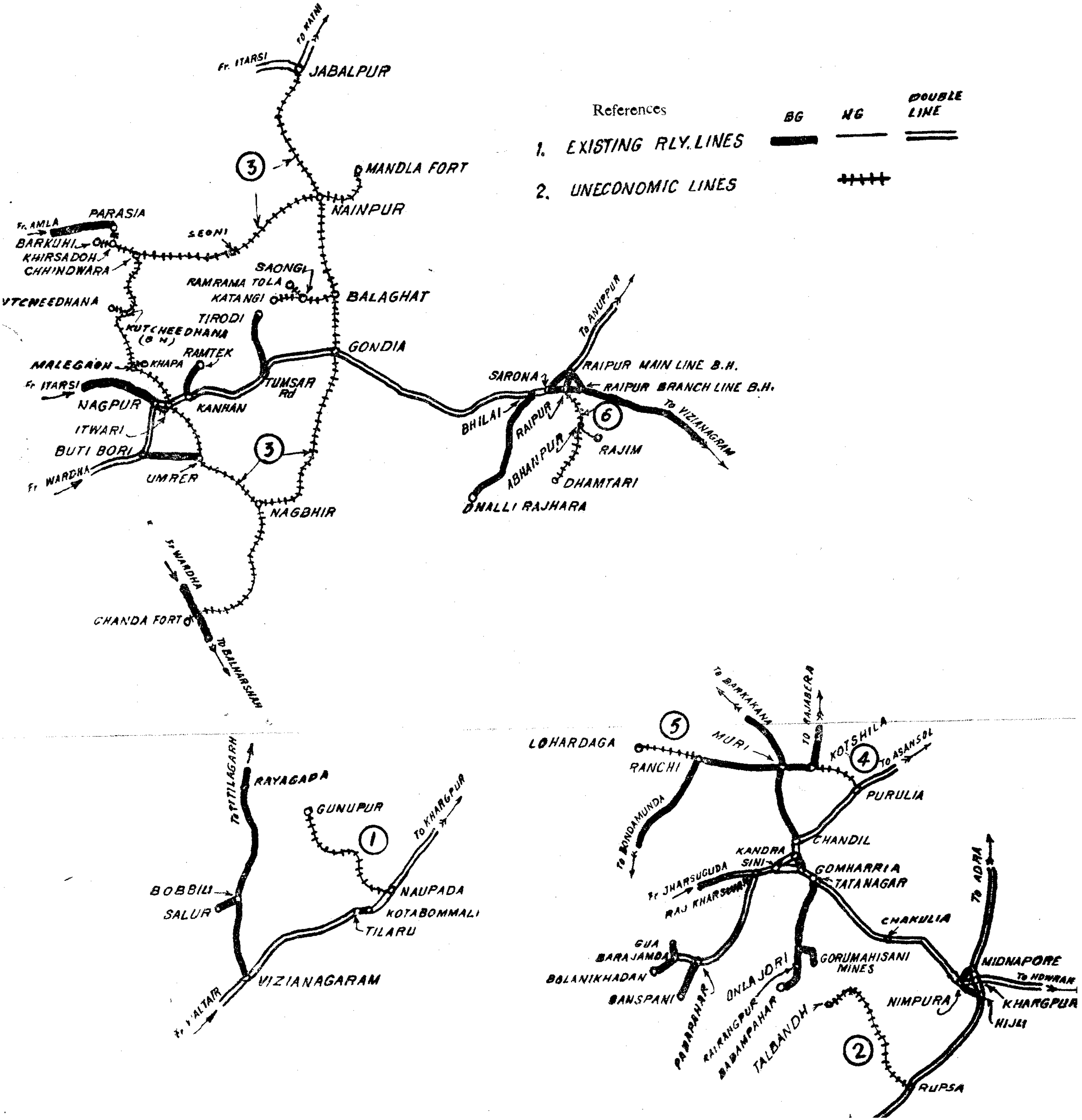
UNECONOMIC LINES

1. DHOND—BARAMATI	N. G.
2. MIRAJ—KURDUWADI—LATUR	N. G.
3. MUDKHED—ADILABAD	M. G.

References



1.	NAUPADA—GUNUPUR	N. G.
2.	RUPSA—TALBANDH	N. G.
3.	SATPURA RAILWAY	N. G.
4.	PURULIA—KOTSHILA	N. G.
5.	RANCHI—LOHARDAGA	N. G.
6.	DHAMTARI BRANCH	N. G.



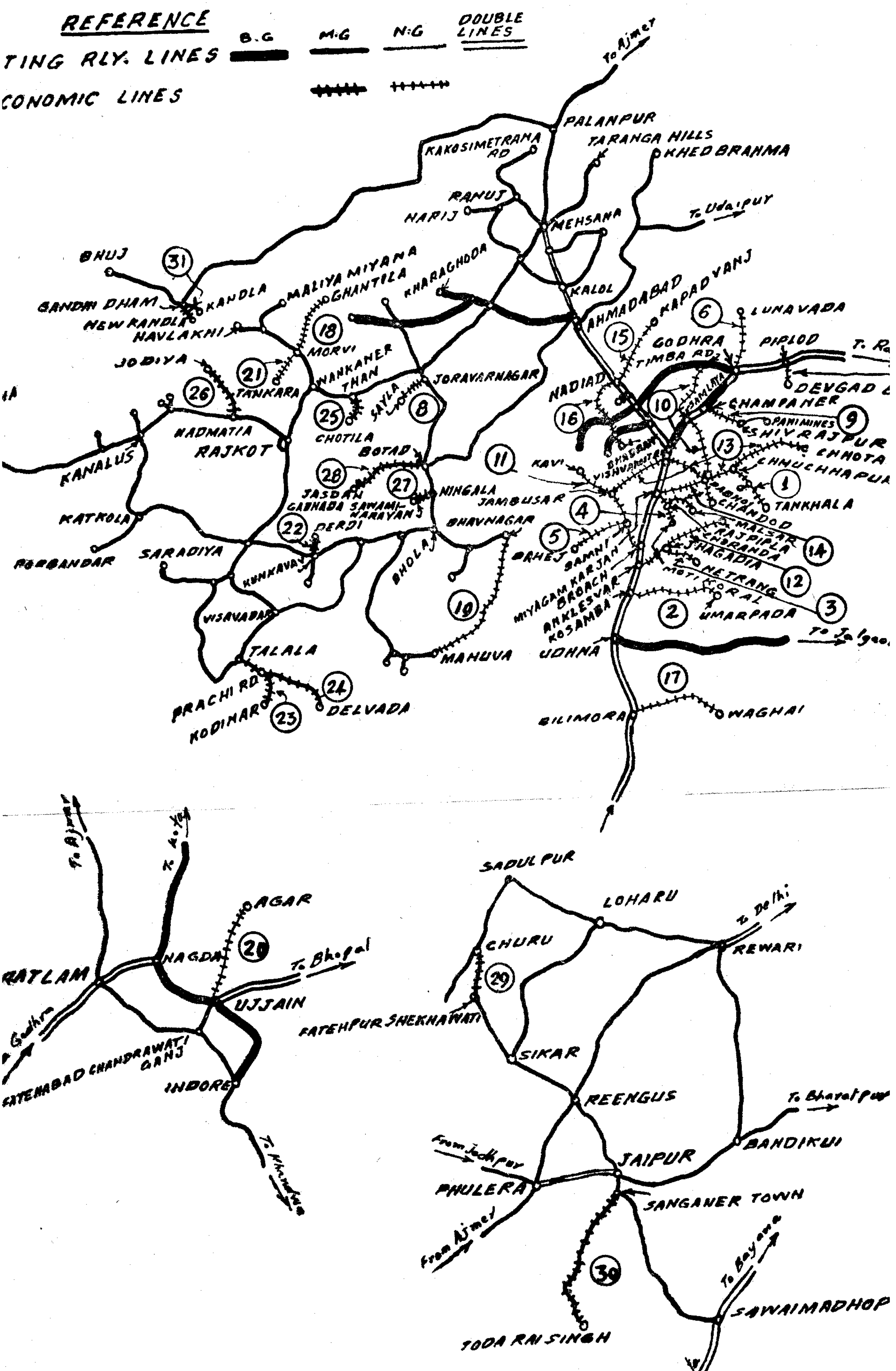
ANNEXURE 8-I

UNECONOMIC LINES ON WESTERN RAILWAY

Scale : 1″ = 55.24 Miles

UNECONOMIC LINES

HHAPURA—HALA	N. G.
BA—UMARPADA	N. G.
DIA—NETRANG ..	N. G.
NDA—MOTIKORAL	N. G.
—DAHEJ	N. G.
A—LUNAVADA ..	N. G.
—DEVGAD BARIA	N. G.
ARNAGAR—SAYLA	N. G.
ANER—RAJPUR.	N. G.
I—TIMBA ROAD..	N. G.
H—JAMBUSAR—	N. G.
12. ANKLESWAR—RAJPIPLA	N. G.
13. CHHOTA UDAIPUR—JAMBUSAR.	N. G.
14. CHANDOD—MALSAR ..	N. G.
15. NADIAD—KAPADVANJ ..	N. G.
16. NADIAD—PIHIJ—BHADRAN	N. G.
17. BILIMORA—WAGHAI ..	N. G.
18. MORVI—GHANTILA ..	N. G.
19. BHAVNAGAR—TALAJA—MAHOUWA.	N. G.
20. UJJAIN—AGAR	N. G.
21. MORVI—TANKARA ..	N. G.
22. KUNKAVAV—DERDI ..	M. G.
23. PRACHI ROAD—KODINA	
24. TALALA—DELVADA	..
25. THAN—CHOTILA	..
26. HADMATIA—JODIYA	.
27. NINGALA—GADHADA—SWAMINARAYAN.	
28. BOTAD—JASDAN	.
29. FATEHPUR SHEKAWATI-CHURU.	
30. SANGANER TOWN—TODA RAISINGH.	
31. GANDHIDHAM—NEW KANDLA.	



ANNEXURE 9

Copy of letter No. 62, Stat. III/CA/2/30/9 dated 4th September 1963 from the Senior Accounts Officer (C. A. Stat.), Railway Board, New Delhi, addressed to the General Managers, All Indian Railways.

Sub : **Distribution of revenue expenditure by different gauges**

As a result of a review of the existing procedure obtaining on Indian Railways regarding distribution of working expenses by different gauges in terms of the Board's letter No. 57AC/II/3/9 dated 29th September 1958, it has been noticed that the prescribed instructions are not being followed completely on some of the Railways with the result that the present division of working expenses over different gauges as shown in capital and revenue accounts of the Zonal Railways does not reflect the correct position. Since the allocation of revenue expenditure over different gauges is the basic requirement for ascertaining the financial results of different gauges of the Zonal Railways, it is desired that the working expenses under various Abstracts 'A' to 'J' should be distributed in terms of the revised instructions contained in the attached note.

2. These revised instructions are in amplification of the Board' previous instructions, referred to above, on the subject.

3. These revised instructions regarding distribution of expenses under Abstract 'K' will follow shortly.

4. This will have effect from 1st April 1964.

INSTRUCTIONS FOR DISTRIBUTION OF WORKING EXPENSES OVER DIFFERENT GAUGES *VIZ.* BROAD GAUGE, METRE GAUGE AND NARROW GAUGE

General.—According to the existing instructions contained in Board's letter No. 57ACII/3/9 dated 29th September 1958, the items of expenses which are directly allocable to a particular gauge should be segregated and allocated to that gauge, and the joint cost which cannot be booked to any particular gauge may be divided in the ratio of total expenses directly allocable to different gauges etc. In amplification of these orders the following detailed instructions for booking of direct and joint expenditure by each gauge under different Abstracts are issued for information and guidance of all concerned.

ABSTRACT 'A'

A-I. General Administration.—(i) The expenditure relating to Headquarters Office of each Railway should be treated as joint expenditure and divided in the ratio of total expenditure under Abstract 'A' (other than Headquarters portion) on each gauge of the Railway concerned.

(ii) Similarly the expenditure relating to Divisional/District/Sub-Divisional Offices may also be treated as joint expenditure and divided in the ration of total expenses directly allocable to different gauges under Abstract 'A' relating to the Division/District/Sub-Division concerned.

A-II. Repairs and Maintenance.—All expenses under this head should be directly allocated to gauge concerned and where the charges relate to more than one gauge they should be allocated proportionately for each head of Account on a percentage suitable to the particular unit. A sub-division may be adopted as a unit for this purpose.

ABSTRACT 'B'

B-I. General Administration.—(i) Expenditure relating to Headquarters Office of each Railway should be treated as joint expenditure and divided in the ratio of total expenditure (other than Headquarters portion) of each gauge under Abstract 'B' of the Railway concerned.

(ii) *Pay and allowances, etc.* of the Divisional and Workshop Officers and their staff should be allocated directly to the gauge concerned where possible. In cases where there are more than one gauge under a Division the expenditure relating to Divisional Office should be distributed on the basis of directly allocable expenditure under Abstract 'B' of that Division.

B-II. Repairs and Maintenance.—Since generally separate workshop and sheds are provided for rolling stock of each gauge the expenditure relating to the gauge concerned may be directly allocated to the respective gauges. In case there are any sheds/workshops catering jointly for more than one gauge, the expenditure should be divided in a suitable ratio, on the basis of the number of Rolling Stock of each gauge allotted at the initial stage and recorded in accounts accordingly.

B-III. Operating Expenses.—The expenditure should normally be allocated directly to each gauge. The expenditure on account of freight charges on fuel or miscellaneous charges including carriage of Revenue Stores which cannot normally be directly allocated to a gauge may be distributed over respective gauges by each accounting unit in the ratio of directly allocable expenditure under B-III of the Accounting Unit concerned.

ABSTRACT 'C'

C-I. General Administration.—(i) The expenditure relating to Headquarters Offices of each Railway should be treated as joint expenditure and divided in the ratio of total expenditure (other than Headquarters portion) under Abstract 'C' for each gauge of the Railway concerned.

(ii) *Pay and allowances, etc.* of the Divisional and Workshop Officers and their staff should be allocated directly to the gauge concerned where possible. In cases where there are more than one gauge under a division the expenditure relating to Divisional Office should be distributed on the basis of directly allocable expenditure under Abstract 'C' of that Division.

C-II. Repairs and Maintenance.—The expenditure should beal located directly to each gauge but in the case of joint staff working at a particular point, their cost may be directly allocated to each gauge, on the basis of average number of coaches and vehicles for respective gauges attended to in the preceding year.

C-III. Operating Expenses.—The expenditure should be allocated directly to each gauge but in cases of joint staff working at particular point, their cost may be directly allocated to each gauge in the suitable proportion based on the number of trains to be fixed by the Railway Administration for each point.

ABSTRACT 'D'

This can be easily linked with the gauge concerned, for which service corrections are provided.

ABSTRACT 'E'

E-I. General Administration.—Expenditure relating to Headquarters Offices of each Railway should be treated as joint expenditure and divided in the ratio of total expenditure (other than Headquarters portion) under Abstract 'E' of each gauge of the Railway concerned.

Similarly the expenditure relating to Divisional/District Offices which have more than one gauge may also be treated as joint expenditure and divided in the ratio of total expenditure under Abstract 'E' directly allocable to different gauges on the divisions concerned.

E-II & E-III. Repairs and Maintenance and Operating Expenses.—The expenditure should be allocated directly to various gauges. In case of joint expenditure if any, the same may be distributed on the basis of directly allocable expenditure under E-II & E-III respectively relating to various gauges in each Accounting Unit.

ABSTRACTS 'F' & 'G'

The expenditure should be allocated directly to each gauge where an Accounting Unit is working for a single gauge. In other cases the expenditure under these Abstracts should be divided in the ratio of expenditure allocated to each gauge under Abstracts 'A', 'B', 'C', 'D', 'E', 'H' and 'J' for each Accounting Unit.

ABSTRACT 'H'

H-I. General Administration.—(i) Expenditure relating to Headquarters Offices of each Railway should be treated as joint expenditure and divided in the ratio of total expenditure (other than Headquarters portion) of each gauge under Abstract 'H' of the Railway concerned.

(ii) *Pay and allowances, etc.* of the Divisional and Workshop Officers and their staff should be allocated directly to the gauge concerned where possible. In cases where there are more than one gauge under an Administrative Unit the expenditure relating to the Administrative Office should be distributed on the basis of directly allocable expenditure under Abstract 'H' of that Unit.

H.-II & III. Repairs and Maintenance and Operating Expenses.—The expenditure should be allocated directly to each gauge but in cases of joint staff working at particular point, their cost may be directly allocated to each gauge in a suitable proportion to be fixed by the Railway Administration for each such point.

ABSTRACT 'J'

(i) The expenditure relating to Headquarters Office of the each Railway should be treated as joint expenditure and divided in the ratio of total expenditure (other than Headquarters portion) as allocated to each gauge.

(ii) The expenditure in Divisional Offices which have more than one gauge should be treated as joint expenditure and divided to different gauges on the basis of directly allocable expenditure under J-II & J-III for the respective divisions.

J-II & J-III. Repairs and Maintenance and Operating expenditure.—The expenditure should be allocated directly to each gauge but in cases of joint staff working at particuler point, their cost may be directly allocated to each gauge in the suitable proportion to be fixed by the Railway Administration for each such point.

The question regarding distribution of expenses under Abstract 'K' is being dealt with separately.

Copy of letter No. 57ACII/3/9 dated 29th September 1958 from Railway Board to the General Managers, All Indian Railways.

Sub : **Distribution of Revenue Expenditure by different gauges**

The Board have had under consideration the question of laying down a uniform method for distribution of Revenue Expenditure by different gauges. They have now decided as under—

(I) Whatever items of expenses are directly allocable to a particular gauge should be segregated and allocated to that gauge.

(II) Where an item of expenditure cannot be identified as pertaining to a particular gauge, the following basis of division should be adopted .—

(i) **Abstracts 'A' to 'E'.**—Joint costs which cannot be directly booked to any particular gauge may be divided in the ratio of total expenses directly allocable to the different gauges.

(ii) **Abstracts 'F' to 'H' and 'J'.**—Joint costs may be divided in the ratio of the total expenses of each gauge inclusive of proportion of joint costs, as arrived at under Abstracts 'A' to 'E'.

(iii) **Abstract 'K'.**—The Appropriation to Depreciation Reserve Fund for the various abstracts should be divided between different gauges, as follows :—

Abstract 'A'.—In the ratio of capital-at-charge of assets pertaining to Engineering Department, for each gauge.

Abstract 'B'.—In the ratio of capital expenditure on Locomotive Stock of each gauge.

Abstract 'C'.—In the ratio of capital expenditure on *Rolling Stock*. (Carriage and wagon in use on each gauge.

Abstract 'D'.—This would, in all cases, be easily identifiable to particular gauge.

Abstract 'E'.—In the ratio of capital-at-charge for assets pertaining to Electrical Department for each gauge.

Abstract 'J'.—In the ratio of capital-at-charge for assets pertaining to Signal and Telecommunication Department for each gauge.

The above instructions shall be given retrospective effect from 1st April 1958 and the breakdown by gauges shown also in the annual printed Capital and Revenue Accounts for 1958–59 onwards.

Copy of instructions issued by Central Railway, based on the Board's instructions in their letter No. XG/703/64–65 dated 23rd November 1964.

Re : **Distribution of Revenue Expenditure of different gauges**

In amplification of Board's letter No. 57/ACII/3/9 of 29th September 1958 (enclosed as Annexure 'A') the Board have now issued further instructions for the distribution of working expenses over different gauges *viz.* Broad Gauge, Metre Gauge and Narrow Gauge. A copy of Board's letter No. 62, Stat. III/CA/2/30/9 dated 4th September 1963 along with a copy of the note indicating the broad basis for the booking of direct and joint expenses under Revenue Abstract (except 'K') is enclosed as Annexure 'B'. Further instructions for the distribution of expenditure under Abstract 'K'—Appropriation to Depreciation Reserve Fund have been received from the Board. This distribution will be done in the Booking Section of Headquarters Office.

2. Board's orders for the distribution of Revenue Working Expenses by gauges take effect from 1st April 1964.

3. On the Central Railway the track consists of Broad Gauge (1.676 m.), Metre Gauge (1.000 m.) and Narrow Gauge of two different dimensions of 0.762 m. and 0 610 m. The Divisionwise position of the different gauges on this Railway is as under—

Division		Gauges
Bombay	Broad Gauge	Narrow Gauge (M. L. Railway 0.610 m. Gauge).
Bhusawal	Broad Gauge	Metre Gauge, Narrow Gauge—Achalpur—Yeotmal Section of C. P. Railway and P. J. Railway 0.762 m.
Nagpur	Broad Gauge	Narrow Gauge (Pulgaon—Arvi Section of C. P. Railway 0.762 m.).
Jabalpur	Broad Gauge	....
Jhansi	Broad Gauge	Narrow Gauge— (a) D. S. Railway 0.762 m. (b) G. W. L. Railway 0.610 m.
Sholapur	Broad Gauge	Narrow Gauge—B. L. Railway and D. B. Railway 0.762 m.
Secunderabad	Broad Gauge	Metre Gauge.

4. In giving effect to the Board's orders above, the Revenue working expenses for the year 1964-65 have to be booked in that revenue allocation register by gauges posting being done on separate folios for each gauge.

5. In amplification of the instructions already laid down by the Board, following further instructions are issued for the guidance of the various accounting units.

6. The fundamental principle to be observed is that any expenditure which *ab initio* can be identified as relating to a particular gauge should be treated as a direct expenditure against that gauge. All other expenditure which cannot be identified *ab-initio* as relating to a gauge should be treated as joint expenditure and should be distributed to the various gauges by applying a predetermined ratio. This would necessitate that all vouchers received in accounts either for adjustments or payment should indicate either the gauge if the expenditure is deemed as direct expenses or a remark that the voucher is for " Joint Expenses ".

7. The procedure for booking expenditure will be to account the expendture from the voucher itself under the proper gauge, either as " direct expenses " or as " joint expenditure " apportioned by gauges. For the purposes of apportionment of joint expenses it is necessary to fix equitable basis under each revenue abstract for each sub-unit responsible for incurring expenditure This should be done on the basis indicated below—

ABSTRACT ' A '

I. **Administration.**—(a) Salary and allowances of A. E. Ns. and their staff and other contingent expenditure on the sub-division allocated to A-I should be booked as direct expenditure if the Engineering Division has only one gauge. If the sub-division has more than one gauge, the percentage of expenditure relating to each of the gauges should be determined by equating 1 km. of Narrow Gauge and Metre Gauge as 1/4 and 1/3 km. of Broad Gauge. Following illustration is given for guidance :—

(i) *A sub-division having Broad Gauge and Metre Gauge*—

Length of Broad Gauge say 20 km.

Length of Metre Gauge say 30 km.

Then the ratio for distribution of expenditure will be—

Broad Gauge	20/30 = 2/3
Metre Gauge	10/30 = 1/3

(ii) *A sub-division having Broad Gauge and Narrow Gauge—*

Length of Broad Gauge say 20 km.

Legth of Narrow Gauge say 5 km.

Broad Gauge	..	..	20/25 = 4/5
Narrow Gauge	..	..	5/25 = 1/5

(iii) *A sub-division having Broad Gauge, Metre Gauge and Narrow Gauge—*

Length of Broad Gauge say 10 km.

Length of Metre Gauge say 15 km.

Length of Narrow Gauge say 20 km.

Then the ratio of expenditure will be—

Broad Gauge	..	..	10/20 = 1/2
Metre Gauge	..	..	5/20 = 1/4
Narrow Gauge	..	..	5/20 = 1/4

(b) According to Board's orders salary of D. E. N. and other expenditure on the Divisional Headquarters is to be treated as joint expenses of the division and is to be distributed in the ratio of total direct expenses. As this is possible only when the direct expenditure for the month is known, it is necessary to record initially the joint expenditure relating to the Divisional Headquarters separately during the first month of the financial year, work out the ratio of direct expenses under A-I and A-II retlating to each gauge and apply the ratio for the full financial year for distribution of joint expenses. For the financial year 1964-65, the revenue allocation register for the financial year to end of December 1964 should show the distribution by gauges and thereafter expenditure apportioned monthly and added to arrive at the total to end of the month.

II. Repairs and Maintenance.—Salary and allowances of P. W. Is. and staff and other joint expenditure chargeable to A-I should be *pro rated* to gauges by applying the same principle prescribed for the distribution of joint expenditure relating to the sub-division under—Administration.

ABSTRACT 'B'

I. Administration.—Joint expenses of Divisional Headquarters are to be treated exactly in the same manner as expenditure under Abstract 'A' *viz.* by applying the ratio of direct expenses under Abstract 'B' to various gauges.

II. Repairs and Maintenance.—Board's orders in the matter are clear. In respect of sheds where servicing is done for the locomotives of different gauges the expenditure relating to the shed should be apportioned initially, on the basis of number of locomotives of each of the gauges.

III. Operating Expenses.—According to Board's orders, joint expenses chargeable to B-III is to be distributed over the gauges in the ratio of directly allocable expenditure under B-III. For this purpose it is necessary to work out a ratio on the basis of the direct expenditure under B-III booked during the month of December 1964 and apply the same ratio for the financial year as in the case of A-I.

ABSTRACT 'C-I, II & III'

Joint expenditure under Abstract 'C' be apportioned by applying the principle laid down for apportioning of expenditure under Abstract 'B'.

ABSTRACT 'E'

I. Administration.—Joint divisional expenditure to be dealt with in the same manner as Abstracts 'A', 'B' & 'C'.

II. Repairs and maintenance and III Operation.—As per Board's orders joint expenditure under E-II and E-III are to be distributed on the basis of direct expenditure under E-II & E-III.

As in the case of joint operating expenses under Abstract 'B' it is necessary to work out a ratio on the basis of direct expenditure booked during the month of December 1964.

ABSTRACT 'H'

I. Administration.—Joint expenditure of Divisional Headquarters is to be treated in the same manner as Abstracts 'A', 'B', 'C' & 'E'.

II. Repairs and maintenance and III Operation.—Joint expenditure on account of repairs and maintenance and operation under Abstract 'H' is to be allocated to gauges in suitable proportion to be fixed for each point.

This proportion may be fixed on the basis of electrical work load and stations electrified on the Broad Gauge, Metre Gauge and Narrow Gauge of the divisions.

ABSTRACT 'J'

I. **Administration.**—Joint expenditure of Divisional Headquarters are to be apportioned to gauges in the same manner as Abstracts ' A ', ' B ', ' C ', ' E ' & ' H '.

II. **Repairs and maintenance and III Operation.**—Joint expenditure should be distributed initially on the basis of work load relating to each gauge at a point.

ABSTRACTS 'F' & 'G'

According to Board's orders the entire expenditure under F & G is to be treated as joint expenditure of the Division and this is to be apportioned to each gauge in the ratio of the expenditure (total direct and indirect) under Abstracts ' A ', ' B ', ' C ', ' E ', ' H ' & ' J ' relating to the gauges.

For the purposes of distribution expenditure under these two abstracts a ratio should be worked out for each of the division on the basis of expenditure booked for the month of December 1964.

Revenue expenditure booked under I & II of Abstract ' A ' to in the headquarters books should be allocated to gauges on the basis of the percentages worked out on the total expenditure against the gauge as a whole. This percentage will be determined on the basis of expenditure booked for December 1964.

ANNEXURE 10

Extracts from (1) Final Report of the Committee on Transport Policy and Co-ordinateion, (2) Estimates Committee (1967 68) Tenth Report (Fourth Lok Sabha), (3) Public Accounts Committee (1968 69) Forty-Ninth Report

(1) *Extract from Final Report of the Committee on Transort Policy and Co-ordination* :—

" 10. **Operation of uneconomic branch lines.**—There are at present a number of branch lines on the Railway system in India which, in varying degree, are utilized below their capacity. Most of these lines are situated on the Metre and Narrow Gauge systems. We have not examined these individual cases. Obviously, from time to time, having regard to developments in the transport system, it is essential to review the extent to which each branch line is subserving the needs of an area and the combination of transport services which should be made available for its economic development. Suitable tests or criteria need to be evolved for considering a line uneconomic depending on the purposes it serves and the cost of providing alternative means of transport.

11. While each instance of an uneconomic branch line requires separate study on merits, certain general considerations may be stated briefly. A branch line should be viewed both as an entity in itself and as part of a wider Railway network and it should be ascertained whether on either ground, its retention is necessary. Secondly, the total transport requirements and facilities in an area served by the branch line should be examined with a view to determining the nature and extent of the transport services that may be needed in the future. Thirdly, in examining the case for continuing what may be an unremunerative branch line, attention should be given both to past trends and to traffic expected over the next few years. If alternative facilities have been or are capable of being developed to a point that the requirements for transport could be met substantially by means other than the Railways, and at no higher cost to the economy there should be no hesitation in giving up an existing branch line which is proving unremunerative and will not serve any object which cannot be met otherwise and at lesser cost. In a developing economy, there cannot be undue rigidity in regard to means of transport, so long as the overall requirements can be satisfactorily met. In recent years, this conclusion has been reached in one country after another and in India also, the necessity for adjustments of this nature has to be accepted. We suggest that where road transport has to be expanded considerably to facilitate the discontinuance of unremunerative lines, the Railways may consider, in consultation with the State Governments, whether and in what form they could participate or assist in the growth of road transport services. In the light of these considerations, in the wider economic interest of the country, as much as of the railways as an enterprise, the financial working of branch lines and the transport needs and plans of areas served by them should be reviewed periodically ".

(2) *Extract from Estimates Committee* (1967–68) *Tenth Report* (*Fourth Lok Sabha*)—

" Unremunerative branch lines—

13. Any line that does yield a return of at least 6.75 per cent per annum is considered as unremunerative by the Railways.

According to present reckoning, there are 63 unremunerative branch lines on Indian Rail ways most of which are Metre Gauge and Narrow Gauge lines.

A statement showing the particulars of these lines, their capital cost and the profit or loss incurred on their running is enclosed (Appendix IV).*

During his Budget speech for 1967-68 on the 22nd May 1967, the Minister for Railways, has informed the Parliament that a conservative estimate of the loss on unremunerative lines would be about Rs. 5-1/2 crores which, from present indications, would increase progressively in the coming years.

It has been stated that the financial working of branch lines and the transport needs and plans of the areas served by them are periodically reviewed by the Railways. Following, such a review undertaken between 1961-62 and 1963-64, the Sanala—Amran Road line on the Western Railway was closed down for traffic with effect from 25th October 1965. On similar considerations of reducing burden of unremunerative lines, the Kalighat—Falta Light Railway, and more recently the Pamban—Dhanuskodi Railway lines were closed down. The Railways are generally in favour of closing down such of the unremunerative lines where adequate road transport is available. The State Governments, however, are generally reluctant to support proposals for closure of Railway lines even in cases where adequate roads run parallel to such Railway lines. As a result it takes quite a long time before even a small line can be closed.

Future Policy—

14. It has been stated that the formulation of the future policy of Railways in regard to the retention or closure of unremunerative branch lines was awaiting the recommendations of the Committee on Transport Policy and Co-ordination. That Committee has since submitted its report and Government have accepted certain recommendations of the Committee relating to unremunerative Railway lines. One of the most important recommendations that have been accepted by the Government is that if alternative facilities have been or are capable of being developed to a point where the requirements for transport can be met substantively by means other than the Railways at no higher cost to the economy, there should be no hesitation in giving up an existing branch line which is proving unremunerative and will not serve any object which cannot be met otherwise and at lesser cost.

The Committee would suggest that the recommendations of the Committee on Transport Policy and Co-ordination regarding closure of unremunerative branch lines should be implemented by the Government. For this purpose, the Central Government should impress upon the State Governments that while giving licences or permits for road transport they should keep in view the broad national interests. They should also extend full co-operation to the Railways in closing such of the unremunerative branch lines on which the losses incurred by the Railways are not commensurate with the public utility served, and where such closure could be effected by developing alternative transport facilities, at almost the same cost to the economy, to serve the needs of the areas concerned ".

(3) *Extract from Public Accounts Committee (1968-69) Forty-Ninth Report—*

" Construction of new lines and retention of unremunerative lines—paragraphs 2.10 and 2.24 (S. Nos. 14 and 38).

1.25. Referring to new lines constructed during the Third Plan period which are not expected to become remunerative even by the 11th year of their construction, the Committee made the following observations in para 2.10 :—

" In this connection the Committee would like to invite the attention of the Ministry of Railways to the following observations made by the Committee on Transport Policy and Co-ordination in January 1966 on which the Chairman of the Railway Board was represented :

"......there are several instances of decisions on new Railway lines being taken on considerations other than commercial, such as, administrative need or general regional development. It is necessary to reconsider the approach to be followed in the construction of new Railway lines in future. We are of the view that, generally, the Railway should provide for only those lines which are expected to yield, over a period of time normal return on the investment involved in their construction. The lines which are expected to be unremunerative even after a few years of their opening should be taken up only in exceptional circumstances and in all such cases provision shoulu be made to compensate the Railways for the losses involved ".

" The Committee endorse the above recommendations made by the Committee on Transport Policy and Co-ordination and suggest that the Railways should not provide for any new lines unless it is expected to yield over a period of time a normal return on the investment involved in its construction. Where, in exceptional circumstances, the construction of an unremunerative line has to be taken up by the Railways there should be specific provision for compensating the Railways against losses by whosoever sponsor the proposal, so that the general user of the Railways is not burdened with avoidable surcharge which results from such unremunerative capitalization ".

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* Only list of the lines reproduced at the end of this Annexure.

1.26. In regard to 71 already existing uneconomic branch lines, the Committee made the following observations in para 4.24 :—

" The Committee agree that the sound principle of providing transport at the lowest cost and to the maximum advantage of the economy should outweigh all other considerations in deciding upon the retention of unremunerative lines. In view of the growing difficult financial position of the Railways it is desirable that an early decision should be taken about the operation of those lines on which the Railways have been persistently losing heavily. The Committee also consider that in the case of marginal lines the Railways should intensify their efforts to attract more traffic so that these can be made to pay their way ".

1.27. In their reply, the Ministry of Railways have stated :—

" Paragraph 2.10 :

" The observations of the Committee are noted ".

" The Ministry of Railways would, however, like to clarify that, except in the case of strategic lines required for defence purposes, the construction of new lines is ordinarily undertaken only if their financial liability is accepted. Where any non-strategic line which is not expected to be financially remunerative is nevertheless to be taken up on other important considerations, the liability is taken to be that of the Railways in terms of the arrangement, decided upon at the time of the 1949 Convention (which arrangement is still continuing) ".

" The question whether the resultant loss should not be passed on to the sponsoring authorities will be reconsidered at the time of the next review of the Separation Convention ".

" Paragraph 4.24 :

" As already stated in the note submitted to the Public Accounts Committee, out of the forty unremunerative branch lines reviwed, it was found in respect of fourteen that road transport could without difficulty and without detriment to the economy of the area replace rail transport. The concerned State Governments were, therefore, requested to confirm that there would be no difficulty in making arrangements for such additions to road transport as might be necessary to fill the gap in road transport capacity likely to be created by the closure of those branch lines ".

Replies have so far been received from the State Governments in respect of ten lines as mentioned below—

Name of branch line	Name of State	Reaction of the State Governments
(i) Madhosingh—Mirzapur Ghat.	Uttar Pradesh ..	Not agreeable to the closure of the lines
(ii) Mathura—Vrindaban ..		
(iii) Akbarpur—Tanda ..		
(iv) Barhan—Etah		
(v) Gwalior—Shivpuri ..	Madhya Pradesh ..	Agreeable to the closure of the line subject to the Railway providing funds for improvement of the Gwalior—Shivpuri section of the National Highway No. 3.
(vi) Mettupalaiyam—Ootacamund.	Tamil Nadu ..	Not agreeable to the closure of the line
(vii) Peralam—Karaikkal ..	Pondicherry ..	Do.
(viii) Rohtak—Gohana ..	Haryana	Do.
(ix) Batala—Qadian ..	Punjab	Do.
(x) Bhagalpur—Mandar Hill.	Bihar	Do.

Replies from the following State Governments are still awaited—

Name of State	Name of branch line
Tamil Nadu	(i) Mayuram—Tranquebar. (ii) Nidamangalam—Mannargudi.
Punjab	(iii) Nawan Shahr—Doaba—Rahon.
Mysore	(iv) Bangalore—Bangarapet (N. G.).

"The Committee will appreciate that the review of unremunerative lines had to be continuing affair and that in considering the closure of any line regional and political sentiments, and the deep rooted conviction that Rail transport is necessary for the development of under-developed areas have to be recokned with".

"The recommendation of the Committee that in the case of marginal lines Railways should intensify their efforts to attract more traffic so that those lines can be made to pay their way, has been accepted and instructions have been issued to the Railways to keep a close watch on the working of the marginal lines and to take steps for attracting more traffic and to reduce the working expenses".

"1.28. The Committee note that the question whether the loss on the working of new lines should not be passed on to the sponsoring authorities is proposed to be considered at the time of the next review of the Separation Convention. Now that the Railway Convention Committee (1968) has been appointed, the Committee hopes that this matter will be placed before them".

"1 29. The Committee also note that some of the State Governments are not agreeable to the closure of certain branch lines on which the Railways have been consistently losing. According to the Railway's own estimate, the total annual loss on uneconomic branch lines works out to Rs. 6.69 crores. The Committee recommend that Railways should examine what effective measures if any, could be taken to reduce the losses on these lines by introducing optimum number of services, speeding up of trains, ensuring safe handling of goods and, in general, improving customer's satisfaction. Where rail development justifies it, the question of conversion, of these existing Narrow Gauge lines into Metre Gauge/Broad Gauge lines in the interest of reducing the losses may also be considered. The Committee suggest that, in a case where a State Government is not agreeable to the closure of unremunerative lines, the question of passing the losses on to the concerned Government should be considered. The Committee suggest that this matter may also be placed before the Railway Convention Committee (1968) for their consideration.

LIST OF UNREMUNERATIVE BRANCH LINES

Central Railway

1. Gwalior—Shivpuri.
2. Neral—Matheran.

Eastern Railway

1. Barasat—Hasnabad.
2. Rajgir—Bhakhtiyarpur.
3. Bhagalpur—Mandar Hill.
4. Shantipur—Nabadwipghat.

Northern Railway

1. Rohtak—Gohana.
2. Barhan—Etah.
3. Akbarpur—Tanda.
4. Bhildi—Raniwara.
5. Nawanshahar—Doaba—Rahon.
6. Pathankot—Joginder Nagar.
   Pathankot—Nagrota.
   Nagrota—Joginder Nagar.
7. Batala—Qadian.
8. Kalka—Simla.

North Eastern Railway

1. Mathura—Vrindaban.
2. Madhosingh—Mirzapur Ghat section.

Northeast Frontier Railway

1. Mariani—Jorhat—Neamati.
2. Lataguri—Ramshai.
3. Darjeeling—Himalayan.
4. Tezpur—Rangapara North.

Southern Railway

1. Sagara—Talguppa.
2. Nanjangud—Chamarajanagar.
3. Mettupalaiyam—Ootacamund.
4. Shoranur—Nilambur.
5. Bangalore City—Bangarapet.
6. Madurai—Bodinayakkanur.

South Eastern Railway

1. Naupada—Gunupur.
2. Rupsa—Talband.
3. Satpura Railway.
4. Purulia—Kotshila.
5. Ranchi—Lohardaga.
6. Dhamtari Branch.

Western Railway

1. Chhuchhapura—Tankhala.
2. Kosamba—Umarpada.
3. Jhagadia—Netrang.
4. Choranda—Motikoral.
5. Samni—Dahej.
6. Godhra—Lunavada.
7. Piplad—Deugadhbaria.
8. Joravarnagar—Sayla.
9. Champaner—Shivrajpur.
10. Dabhoi—Timba Road.
11. Broach—Jambusar—Kavi.
12. Chhota-Udaipur—Jambusar.
13. Ankleswar—Rajpipla.
14. Chandod—Malsar.
15. Nadiad—Phij—Bhadran.
16. Nadiad—Kapadvanj.
17. Billimora—Waghai.
18. Morvi—Ghantila.
19. Bhavnagar—Talaja—Mahouwa.
20. Ujjain—Agar.
21. Morvi—Tankara.
22. Kunkavav—Derdi.
23. Prachi Road—Kodinar.
24. Talala—Delvada.
25. Hadmatia—Jodiya.
26. Ningala—Gadhada—Swami Naraya.
27. Than—Chotila.
28. Botad—Jasdan.
29. Fatehpur—Shekhawati—Churu.
30. Sanganer Town—Toda Raisingh.
31. Gandhidham—New Kandla.

ANNEXURE 11

Copy of Railway Board's letter No. TCR/2008/68 *dated* 1*st September* 1968 *to the General Managers, All Indian Railways.*

Sub : **Unremunerative lines**

Dealing with the question of unremunerative lines, Board have decided that the Railways should encourage development of road transport services along these lines so that when the time is ripe, the people of the area and the State Government may not object to the closing down of the unremunerative lines.

Receipt of this letter may please be acknowledged.

ANNEXURE 12

Copy of memorandum dated 27th August 1969 *issued by the Transport Commissioner, Tamil Nadu to the Regional Transport Officers of Nilgiri, Coimbatore, Madurai, Thanjavur, South Arcot, Salem and Tirunelveli.*

A list of Railway lines considered as uneconomic is enclosed. It has been suggested that there should be co-ordination with the Railways in suitably adjusting the road transport services *vis-a-vis* the Railway services so that there might not be unprofitable competition between them. All R. T. Os. are, therefore, requested to re-arrange their timings of the buses operated on routes overlapping the Railway lines mentioned in the enclosed list in whole or in part or running parallel to those routes, in consultation with the Railway authorities so that the uneconomic Railway lines may be operated economically.

ANNEXURE 13

EARNINGS AND EXPENSES

(The figures refer to the year 1966–67 except where otherwise indicated)

(Figures in Thousands of Rupees)

Sl. No.	Section	Earnings	Expenses (excluding interest)	Deficit (—) or Surplus (+)
1	2	3	4	5
	Central Railway			
1	Gwalior—Shivpuri	9,10	20,15	(—) 11,05
2	Neral—Matheran	6,41	8,49	(—) 2,08
3	Gwalior—Bhind	8,91	13,68	(—) 4,77
4	Gwalior—Sheopur Kalan	20,22	31,55	(—) 11,33
5	Dholpur—Tantpur	10,13	11,12	(—) 99
6	Pachora—Jamner	4,28	6,33	(—) 2,05
	Eastern Railway			
1	Barasat—Hasnabad	7,26	18,90	(—) 11,64
2	Rajgir—Bhakhtiyarpur	16,82	20,74	(—) 3,92
3	Shantipur—Nabadwipghat	1,75	5,19	(—) 3,44
	Northern Railway			
*1	Rohtak—Gohana	8,01	9,13	(—) 1,12
2	Barhan—Etah	25,76	36,29	(—) 10,53
3	Bhildi—Raniwara	23,17	28,35	(—) 5,18
4	Akbarpur—Tanda	6,66	6,98	(—) 32
*5	Nawanshahr—Doaba Rahon	39	1,72	(—) 1.33
*6	Pathankot—Joginder Nagar	48,31	40,48	(+) 7,83
	Pathankot—Nagrota			
	Nagrota—Joginder Nagar			
*7	Batala—Qadian	5,78	6,11	(—) 33
8	Kalka—Simla	112,71	102,25	(+) 10,46
	North Eastern Railway			
1	Mathura—Vrindaban	69	1,37	(—) 68
2	Madhosingh—Mirzapur Ghat Section ..	80	2,32	(—) 1,52
	Northeast Frontier Railway			
1	Mariani—Jorhat—Neamati	9,77	20,69	(—) 10,92
2	Lataguri—Ramshai	14	1,32	(—) 1,18
3	Darjeeling—Himalayan	28,58	57,59	(—) 29,01
4	Tezpur—Rangapara North	5,32	18,61	(—) 13,29

ANNEXURE 13—contd.

(Figures in Tousands of Rupees)

Sl. No.	Section	Earnings	Expenses (excluding interest)	Deficit (—) or Surplus (
1	2	3	4	5
	Southern Railway			
1	Sagara—Talguppa	96	2,61	(—) 1,65
2	Nanjangud—Chamarajanagar	1,81	5,56	(—) 3,75
3	Mettupalaiyam—Ootacamund	7,27	35,88	(—) 28,61
4	Shoranur—Nilambur	3,64	8,77	(—) 5,1
5	Bangalore City—Bangarapet	4,10	17,32	(—) 13
6	Madurai—Bodinayakkanur	4,87	10,81	(—) 5
7	Chikjajur—Chitradurg	1,96	3,36	(—) 1,4
8	Mayuram—Tranquebar	2,63	5,18	(—) 2,55
9	Peralam—Karaikkal	70	2,66	(—) 1,96
10	Nidamangalam—Mannargudi	71	2,74	(—) 2,03
11	Walajah Road—Ranippettai	29	5,46	(—) 5,17
12	Villupuram—Pondicherry	6,16	8,01	(—) 1,85
13	Tirunelveli—Tiruchendur	10,24	12,28	(—) 2,04
14	Salem—Metur Dam	4,03	6,33	(—) 2,30
	South Central Railway			
1	Dhond—Baramati	26,48	15,94	(+) 10,54
2	Miraj—Kurduwadi—Latur	1,42,54	1,30,20	(+) 12,34
3	Mudkhed—Adilabad	32,49	22,80	(+) 9,69
	South Eastern Railway			
1	Naupada—Gunupur	4,50	8,23	(—) 3,73
2	Rupsa—Talband	3,21	5,72	(—) 2,51
3	Satpura Railway	1,46,95	3,74,04	(—) 2,27,09
4	Purulia—Kotshila }	18,95	28,78	(—) 9,83
5	Ranchi—Lohardaga }			
6	Dhamtari Branch	10,14	9,83	(+) 31
	Western Railway			
1	Chhuchhapura—Tankhala	6,49	6,04	(+) 45
2	Kosamba—Umarpada	5,83	8,10	(—) 2,27
3	Jhagadia—Netrang	2,30	2,02	(+) 28
4	Choranda—Motikoral	1,32	2,47	(—) 1,15
5	Samni—Dahej	2,98	5,38	(—) 2,40
6	Godhra—Lunavada	2,61	5,31	(—) 2,70
7	Piplad—Deugadhbaria	1,66	3,16	(—) 1,50
8	Joravarnagar—Sayla	1,24	3,55	(—) 2,31
9	Champaner—Shivrajpur	2,79	5,05	(—) 2,26
10	Dabhoi—Timba Road	8,04	13,53	(—) 5,49

ANNEXURE 13—concld.

(Figures in Thousands of Rupees)

Sl. No.	Section	Earnings	Expenses (excluding interest)	Deficit (—) or Surplus (+)
1	2	3	4	5
11	Broach—Jambusar—Kavi	6,64	10,20	(—) 3,56
12	Ankleswar—Rajpipla	9,64	14,12	(—) 4,48
13	Chhota Udaipur—Jambusar	56,60	59,70	(—) 3,10
14	Chandod—Malsar	13,41	19,44	(—) 6,03
15	Nadiad—Kapadvanj	9,38	12,14	(—) 2,76
†16	Nadiad—Phij—Bhadran	4,45	9,33	(—) 4,88
17	Billimora—Waghai	7,27	9,67	(—) 2,40
†18	Morvi—Ghantila	1,25	3,62	(—) 2,37
†19	Bhavnagar—Talaja—Mahouwa	5,02	13,06	(—) 8,04
20	Ujjain—Agar	3,18	8,55	(—) 5,37
21	Morvi—Tankara	44	2,98	(—) 2,54
22	Kumkavav—Derdi	16	98	(—) 82
‡23	Prachi Road—Kodinar	4,31	5,87	(—) 1,56
‡24	Talala—Delvada	9,80	17,15	(—) 7,35
25	Than—Chotila	1,29	3,61	(—) 2,32
‡26	Hadmatia—Jodiya	1,78	2,35	(—) 57
‡27	Ningala—Gadhada—Swami Narayan	2,00	3,27	(—) 1,27
28	Botad—Jasdan	86	4,84	(—) 3,98
29	Fatehpur—Shekhawati—Churu	9,35	7,42	(+) 1,93
*30	Sanganer Town—Toda Raisingh	4,42	12,44	(—) 8,02
31	Gandhidham—New Kandla	10,97	14,14	(—) 3,17

Note:—(1) * Figures relate to 1965-66.

† Figures relate to 1959-60.

‡ Figures relate to 1961-62.

(2) The figures above are as originally supplied to the Railway Board. Information pertaining to 1967-68 for Batala—Qadian and for Nawanshahr—Doaba—Rahon, and to 1966-67 for the other ten lines as subsequently as certained, is as follows :—

(Figures in Thousands of Rupees)

Sl. No.	Section	Earnings	Expenses (excluding interest)	Deficit (—) or Surplus (+)
1	2	3	4	5
1	Rohtak—Gohana	14,82	13,50	(+) 1,32
2	Nawanshahr—Doaba—Rahon	72	1,64	(—) 92
3	Pathankot—Joginder Nagar	75,90	71,10	(+) 4,80
4	Batala—Qadian	4,92	5,85	(—) 93
5	Nadiad—Phij—Bhadran	9,21	15,64	(—) 6,43
6	Morvi—Ghantila	3,87	6,65	(—) 2,78
7	Bhavnagar—Talaja—Mahouwa	8,24	13,55	(—) 5,31
8	Prachi Road—Kodinar	8,41	7,83	(+) 58
9	Talala—Delvada	11,40	27,13	(—) 15,73
10	Hadmatia—Jodiya	1,76	3,66	(—) 1,90
11	Ningala—Gadhada—Swami Narayan	2,42	3,40	(—) 98
12	Sanganer Town—Toda Raisingh	3,41	20,33	(—) 16,92

ANNEXURE 14

TRENDS OF TRAFFIC

Railway	Name of line	Year	Outward passengers (in thousands)	Goods Traffic (outward) Tonnes	Nature of commodities
1	2	3	4	5	6
Central ..	Gwalior—Shivpuri ..	1964-65	103	1294	Foodgrains, Limestone, Fire-wood, Charcoal and Bidi leaves.
		1965-66	88	1376	
		1966-67	90	1364	
		1967-68	82	998	
		1968-69	88	999	
	Gwalior—Bhind	1964-65	687	1404	Food grains, Oil-seeds, Rough-stone and Husk.
		1965-66	721	2664	
		1966-67	1,024	1901	
		1967-68	867	899	
		1968-69	983	2901	
	Gwalior—Sheopur Kalan ..	1964-65	981	13729	Foodgrains, Cement, Limestone, Firewood, Heavy and Light Merchandise.
		1965-66	1,145	14656	
		1966-67	1,113	13990	
		1967-68	908	14457	
		1968-69	1,033	15044	
	Dholpur—Tantpur ..	1964-65	559	5430	Foodgrains and Roughstone.
		1965-66	501	6008	
		1966-67	554	8985	
		1967-68	465	9310	
		1968-69	613	7741	
	Pachora—Jamner	1964-65	809	6322	F. P. Cotton, Grains and Pulses. Cotton seed and Raw plantain.
		1965-66	566	3312	
		1966-67	643	3355	
		1967-68	629	4651	
		1968-69	..	..	
Eastern ..	Barasat—Hasnabad ..	1964-65	790	..	Coal, Chemical, Manures and Cement.
		1965-66	886	..	
		1966-67	906	..	
		1967-68	1,008	..	
	Bhakhtiyarpur—Rajgir ..	1964-65	1,225	21678	Potatoes.
		1965-66	1,141	23871	
		1966-67	1,311	25794	
		1967-68	1,234	24894	
	Shantipur—Nabadwipghat ..	1964-65	635	..	....
		1965-66	657	..	
		1966-67	663	..	
		1967-68	638	..	
Northern ..	Akbarpur—Tanda ..	1964-65	101	299	Grains and Pulses and Oil-seeds.
		1965-66	111	567	
		1966-67	104	1616	
		1967-68	100	1076	
		1968-69	100	334	
	Barhan—Etah	1964-65	408	4774	Grains and Pulses, Firewood, Khandsari, Bone, Hide and Manure, Coal, Cement and Salt.
		1965-66	406	4326	
		1966-67	459	4392	
		1967-68	454	4542	
		1968-69	426	8760	
	Batala—Qadian	1964-65	206	1615	Dry Grass, Foodgrains, Coal and Fertilizers.
		1965-66	202	3203	
		1966-67	206	3104	
		1967-68	216	5619	
		1968-69	194	8382	
	Nawanshahr-Doaba Rahon..	1964-65	77	1125	Foodgrains, Coal and Fertilizers.
		1965-66	69	526	
		1966-67	78	913	
		1967-68	78	475	
		1968-69	70	183	
	Bhildi—Raniwara	1964-65	161	1743	Coal, Foodgrains, and Live-stock.
		1965-66	181	2639	
		1966-67	208	1505	
		1967-68	168	1264	
	Rohtak—Gohana	1964-65	694	3928	Foodgrains, Jagree, Live-stock, Coal, Cement, Cotton seeds, Stone, Timber and Fertilizer.
		1965-66	633	6650	
		1966-67	665	12301	
		1967-68	652	8969	
		1968-69	599	12462	

ANNEXURE 14—contd.

Railway	Name of line	Year	Outward passengers (in thousands)	Goods Traffic (outward) Toones	Nature of commodities
1	2	3	4	5	6
North Eastern..	Mathura—Vrindaban ..	1964–65	136	64	Grains and Pulses, Cotton Manufacture, Iron and Steel, Timber and Firewood, Salt, Sugar and Stone.
		1965–66	151	2814	
		1966–67	197	3740	
		1967–68	213	2592	
		1968–69	190	2344	
	Madhosingh—Mirzapur Ghat	1964–65	121	3380	Stone, Cotton Manufacture and Others.
		1965–66	145	3387	
		1966–67	152	6819	
		1967–68	222	4788	
		1968–69	219	3730	
Northeast Frontier.	Mariani—Jorhat—Neamati.	1966–67	88	252	Tea, Manure, Foodgrains, Coal, P. O. L. and Cement.
		1967–68	85	546	
		1968–69	85	2339	
	Tezpur—Rangapara North ..	1964–65	198	13204	Tea and Jute.
		1965–66	207	13124	
		1966–67	198	13549	
		1967–68	397	13839	
	Lataguri—Ramshai ..	1965–66	6	78	Tea.
Southern ..	Sagara—Talguppa ..	1964–65	148	10270	Grains and Pulses, Metals and Manganese and Wood unwrought.
		1965–66	151	4626	
		1966–67	149	13130	
		1967–68	142	21774	
		1968–69	209	17313	
	Nanjangud—Chamarajanagar.	1964–65	617	1052	Do.
		1965–66	681	736	
		1966–67	696	1399	
		1967–68	683	1475	
		1968–69	403	1203	
	Shoranur—Nilambur ..	1964–65	533	35932	Grains and Pulses, Wood unwrought and Metals and Manganese.
		1965–66	540	40061	
		1966–67	522	45965	
		1967–68	516	50076	
		1968–69	550	67574	
	Bangalore City—Bangarapet.	1964–65	1,050	4273	Dyes and Tans, Groundnuts, Manganese and Provisions.
		1965–66	818	2649	
		1966–67	419	2044	
		1967–68	666	1896	
		1968–69	640	2174	
	Madurai—Bodinayakkanur ..	1964–65	301	7118	Cotton (Raw), Grains and Pulses, Metals and Manganese, Provisions and Oil-seeds.
		1965–66	310	7443	
		1966–67	286	7395	
		1967–68	285	7189	
		1968–69	344	8156	
	Chikjajur—Chitradurg ..	1964–65	391	41251	Dyes and Tans, Grains and Pulses, Metals and Manganese and Oil-seeds.
		1965–66	377	41254	
		1966–67	385	39095	
		1967–68	357	38269	
		1968–69	452	32888	
	Mayuram—Tranquebar ..	1964–65	533	11531	Grains and Pulses, Oils, Wood unwrought.
		1965–66	538	9752	
		1966–67	537	8937	
		1967–68	590	7846	
		1968–69	833	5821	
	Peralam—Karaikkal ..	1964.65	140	4961	Grains and Pulses, Metals and Manganese and Provisions.
		1965–66	142	3684	
		1966–67	141	3379	
		1967–68	148	3052	
		1968–69	113	4273	
	Nidamangalam—Mannargudi.	1964–65	200	11835	Grains and Pulses, Metals and Manganese.
		1965–66	205	35332	
		1966–67	203	1517	
		1967–68	205	8279	
		1968–69	99	1504	
	Walajah Road—Ranippettai	1964–65	113	19333	Grains and Pulses, Metals and Manganese, Salt and Wood unwrought.
		1965–66	120	17206	
		1966–67	135	17805	
		1967–68	138	20654	
		1968–69	245	20736	

ANNEXURE 14—contd.

Railway	Name of line	Year	Outward passengers (in thousands)	Goods Traffic (outward) Tonnes	Nature of commodities
1	2	3	4	5	6
Southern–concld.	Villupuram—Pondicherry ..	1964-65	641	13701	Cotton Manufacture, Grains and Pulses, Metals and Manganese and Sugar.
		1965-66	701	16816	
		1966-67	681	42557	
		1967-68	651	75436	
		1968-69	620	47646	
	Tirunelveli—Tiruchendur ..	1964-65	1,790	42699	Cotton Manufacture, Grains and Pulses, Metals and Manganese and Salt.
		1965-66	1,838	41983	
		1966-67	1,812	45259	
		1967-68	1,845	53226	
		1968-69	1,539	67996	
	Salem—Metur Dam ..	1964-65	334	19147	Metals and Manganese, Provisions and Oils.
		1965-66	346	20903	
		1966-67	348	22788	
		1967-68	346	25668	
		1968-69	338	21196	
South Central ..	Miraj—Kurduwadi—Latur ..	1964-65	3,500	50429	Grains and Pulses, Oil-seeds and Cake, Fodder and Mineral oils.
		1965-66	3,900	73176	
		1966-67	3,900	80932	
		1967-68	4,100	73771	
		1968-69	3,900	72093	
	Dhond—Baramati ..	1964-65	333	37162	Sugar, Cotton seeds, Jaggery and F. P. Cotton.
		1965-66	333	25337	
		1966-67	312	19528	
		1967-68	362	18548	
		1968-69	374	14610	
	Mudkhed—Adilabad ..	1964-65	576	..	Timber and F. P. Cotton.
		1965-66	709	..	
		1966-67	697	..	
		1967-68	745	18422	
		1968-69	..	13875	
South Eastern ..	Naupada—Gunupur ..	1964-65	552	12299	Grains and Pulses, Oil-seeds, Cement, Tamarind and Sabai grass.
		1965-66	510	12575	
		1966-67	364	7212	
		1967-68	473	8218	
		1968-69	..	..	
	Rupsa—Talband	1964-65	204	38745	Firewood, Rice, Timber and Sleepers.
		1965-66	292	44414	
		1966-67	313	23823	
		1967-68	324	14620	
		1968-69	..	..	
	Purulia—Kotshila and Ranchi—Lohardaga.	1964-65	426	219305	Bauxite ore, China clay, Salt, Chemical Manure and Cement.
		1965-66	453	259700	
		1966-67	462	277796	
		1967-68	417	287723	
		1968-69	..	..	
	Dhamtari Branch	1964-65	391	118886	Timber, Grains and Pulses, Myrobalam, Oil cake, Cement, Salt, Sugar and Jaggery.
		1965-66	401	93110	
		1966-67	364	79816	
		1967-68	397	131935	
		1968-69	..	..	
Western ..	Chhuchapara—Tankhala ..	1964-65	509	15171	F. P. Cotton, Cotton seeds, Timber, Firewood and Charcoal.
		1965-66	485	16279	
		1966-67	496	15279	
		1967-68	545	18528	
		1968-69	473	20415	
	Kosamba—Umarpada ..	1964-65	647	38094	Do.
		1965-66	655	26399	
		1966-67	690	26943	
		1967-68	723	23278	
		1968-69	667	16660	
	Jhagadia—Netrang ..	1964-65	133	8166	F. P. Cotton, Cotton seeds and Timber.
		1965-66	133	8704	
		1966-67	126	9928	
		1967-68	143	12286	
		1968-69	102	9209	
	Samni—Dahej	1964-65	253	621	F. P. Cotton and Cotton seeds.
		1965-66	244	889	
		1966-67	219	410	
		1967-68	181	338	
		1968-69	170	859	

ANNEXURE 14—contd.

Railway	Name of line	Year	Outward passengers (in thousands)	Goods Traffic (outward) Tonnes	Nature of commodities
1	2	3	4	5	6
Western—contd.	Choranda—Motikoral ..	1964-65	348	20	General goods.
		1965-66	329	40	
		1966-67	278	10	
		1967-68	315	15	
		1968-69	329	7.8	
	Godhra—Lunavada ..	1964-65	317	10411	Grains and Pulses, and Oil cake.
		1965-66	380	3404	
		1966-67	356	3288	
		1967-68	378	3035	
		1968-69	346	4218	
	Piplad—Deogadbaria ..	1964-65	186	4927	Grains and Pulses Oil-seeds and Timber.
		1965-66	176	6603	
		1966-67	107	8508	
		1967-68	146	6834	
		1968-69	..	7928	
	Joravarnagar—Sayla ..	1964-65	329	274	F. P. Cotton and General goods.
		1965-66	355	242	
		1966-67	314	107	
		1967-68	297	80	
		1968-69	265	23	
	Champaner—Shivrajpur ..	1964-65	290	19144	Manganese ore, Cotton seeds and General goods.
		1965-66	316	19961	
		1966-67	285	4008	
		1967-68	314	6191	
		1968-69	308	8947	
	Dabhoi—Timba Road ..	1964-65	1,081	5852	F. P. Cotton, Grains, Cotton seeds and other goods.
		1965-66	1,091	4603	
		1966-67	997	5424	
		1967-68	1,108	10312	
		1968-69	994	3375	
	Broach—Jambusar—Kavi ..	1964-65	1,309	13829	F. P. Cotton and Cotton seeds.
		1965-66	1,312	14708	
		1966-67	1,211	9497	
		1967-68	1,157	8005	
		1968-69	1,319	13415	
	Ankleswar—Rajpipla ..	1964-65	1,131	20516	F. P. Cotton, Cotton seeds and Timber.
		1965-66	1,161	20674	
		1966-67	1,270	16490	
		1967-68	1,276	18609	
		1968-69	1,177	14473	
	Chotah Udaipur—Jambusar.	1964-65	5,278	547253	F. P. Cotton, Cotton seeds and Dolomite.
		1965-66	5,561	120720	
		1966-67	5,418	125979	
		1967-68	5,982	134651	
		1968-69	6,036	126592	
	Chandod—Malsar ..	1964-65	1,404	13840	F. P. Cotton and other goods.
		1965-66	1,350	13128	
		1966-67	1,755	12842	
		1967-68	1,407	10668	
		1968-69	1,373	8378	
	Nadiad—Phij—Bhadran ..	1964-65	1,817	2012	Tobacco and others.
		1965-66	1,832	2161	
		1966-67	1,624	1949	
		1967-68	1,788	3034	
		1968-69	1,712	3092	
	Nadiad—Kapadvanj ..	1964-65	1,522	26765	Oil cake and F. P. Cotton.
		1965-66	1,461	24531	
		1966-67	1,246	21430	
		1967-68	1,290	16808	
		1968-69	1,272	12298	
	Billimora—Waghai ..	1964-65	..	..	Timber, Firewood, Hay, Bamboo, Tiles, Strawboards and Grains and Pulses.
		1965-66	..	..	
		1966-67	583	49372	
		1967-68	641	43380	
		1968-69	611	31614	
	Morvi—Ghantila	1964-65	271	8999	Charcoal and Salt.
		1965-66	307	8268	
		1966-67	282	7055	
		1967-68	278	5774	
		1968-69	..	248	

ANNEXURE 14—contd.

Railway	Name of line	Year	Outward passengers (in thousands)	Goods Traffic outward) Tonnes	Nature of commodities
1	2	3	4	5	6
Western—concld.	Bhavnagar—Talaja—Mahouwa	1964-65	1,027	2324	Timber, Onions, Oil cakes, Broom and Dry leaves.
		1965-66	974	2137	
		1966-67	1,025	1742	
		1967-68	971	1652	
		1968-69	902	2540	
	Ujjain—Agar	1964-65	362	5274	Grains and Pulses, Oil-seeds and F. P. Cotton.
		1965-66	430	3733	
		1966-67	365	3354	
		1967-68	383	5439	
		1968-69	..	..	
	Morvi—Tankara	1964-65	226	..	There is no goods booking on this section.
		1965-66	212	..	
		1966-67	165	..	
		1967-68	160	..	
		1968-69	..	..	
	Kunkavav—Derdi ..	1964-65	18	852	Oil cakes and Groundnut oil.
		1965-66	16	109	
		1966-67	20	20	
		1967-68	19	53	
		1968-69	19	168	
	Prachi Road—Kodinar ..	1964-65	86	11580	Grains and Sugar.
		1965-66	91	13479	
		1966-67	73	6662	
		1967-68	93	8568	
		1968-69	93	5235	
	Talala—Delvada	1964-65	262	6032	Groundnut oil, Oil cake, Limestone and Timber.
		1965-66	344	5067	
		1966-67	206	5753	
		1967-68	179	7784	
		1968-69	328	13755	
	Than—Chotila	1964-65	219	19723	Sand-stone and Ground silica.
		1965-66	198	19646	
		1966-67	141	23787	
		1967-68	137	20526	
		1968-69	..	196668	
	Hadmatiya—J dia ..	1964-65	27	873	Groundnut oil and Salt.
		1965-66	21	963	
		1966-67	21	153	
		1967-68	22	141	
		1968-69	..	..	
	Botad—Jasdan	1964-65	95	1908	Groundnut oil and General goods.
		1965-66	90	1670	
		1966-67	88	165	
		1967-68	89	110	
		1968-69	..	235	
	Fatehpur—Shekhawati—Churu.	1964-65	175	7943	General goods.
		1965-66	167	6691	
		1966-67	158	7851	
		1967-68	172	6851	
		1968-69	..	1207	
	Sanganer Town—Toda Raisingh.	1964-65	272	336	Karby and General goods.
		1965-66	262	234	
		1966-67	252	4931	
		1967-68	243	3043	
		1968-69	..	..	
	Ghandidham—New Kandla.	1964-65	2,408	985423	Grains and Pulses, Fertilizers Rock Phosphates, Machinery, Salt and Sulphur.
		1965-66	2,512	1185839	
		1966-67	558	1190737	
		1967-68	554	970593	
		1968-69	..	..	
	Ningala—Gadhada—Swami Narayan.	1964-65	93	1568	Groundnut oil and General goods.
		1965-66	91	1628	
		1966-67	88	76	
		1967-68	84	38	
		1968-69	..	..	

ANNEXURE 14—concld.

HILL RAILWAYS AND SATPURA RAILWAY

Railway	Name of line	Year	Passengers (in thousands)	Goods		
				Outward Tonnes	Inward Tonnes	Nature of commodities
1	2	3	4	5	6	7
Central ..	Neral—Matheran ..	1964-65	129	24	1695	General goods.
		1965-66	117	29	1710	
		1966-67	237	24	1879	
		1967-68	132	24	1895	
		1968-69	81	25	1991	
Northern ..	Kalka—Simla ..	1964-65	271	50246	99346	Timber, Potatoes, Beer, Coal and Coke, Grains and Pulses, Sugar, Cement, Iron and Steel and Salt.
		1965-66	246	49981	118558	
		1966-67	273	59768	116041	
		1967-68	251	53922	102167	
		1968-69	249	68411	105190	
	Pathankot—Joginder Nagar.	1964-65	1,156	12434	63554	Timber, Potatoes, Coal, Iron and Steel, Cement, Salt, Grains, Military stores and Fertilizers.
		1965-66	1,123	7500	50689	
		1966-67	1,168	10977	87362	
		1967-68	1,310	14497	98138	
		1968-69	1,299	9589	60621	
Northeast Frontier.	Darjeeling—Himalayan..	1964-65	83	105800	117500	Coal, Foodgrains, Cement, Salt and Tea.
		1965-66	105	77868	129531	
		1966-67	121	54481	127483	
		1967-68	108	43127	154141	
		1968-69	..	..	..	
Southern ..	Mettupalaiyam—Ootacamund.	1964-65	534	8367	45126	Provisions, Metals and Manganese and Wood unwrought.
		1965-66	558	51 6	51588	
		1966-67	542	5214	42683	
		1967-68	502	5511	20070	
		1968-69	794	8930	21529	
South Eastern.	Satpura Railway ..	1964-65	7,315	690036	712843	Coal and Coke, Manganese ore, Bamboo, Firewood and Timber, Grains and Pulses and Charcoal.
		1965-66	7,549	803305	3235920	
		1966-67	7,509	778130	605110	
		1967-68	8,172	799815	506931	
		1968-69	..	..		

ANNEXURE 15

Copy of Memorandum dated 18*th September* 1969 *given to the Minister for Railways*

Unremunerative Branch Lines

The uneconomic Branch Lines Committee is expected to submit its report by the middle of November. Since, however, the Convention Committee may finalize its recommendations early, therefore, in my opinion, it would be proper to bring certain basic facts for consideration and necessary action.

There are several Branch Lines on the Indian Government Railways which have been unremunerative for a number of years. There is no scope whatsoever for paying any dividend on the capital cost of these lines. According to a recent assessment made, there are at present 77 such lines on all the Railways. These lines are distributed on all the gauges and in almost all the States. The following statement shows the number of lines in each gauge, the length and the capital cost :—

——	B. G.	M. G.	N. G.	Total
1. No. of lines	10	27	40	77
2. Length in Kilometres	354	1108	4046	5508
3. Capital cost in crores of Rupees ..	8.95	11.07	22.19	42.21

The total loss including the interest on capital on all these lines is over Rs. 7 crores.

Although the lines are unremunerative, they are serving, to varying extents, the needs of the areas in which they are located. The concerned people and State Governments are not at all agreeable for dismantling any of these lines. On the contrary there is a strong demand to maintain them and improve their working. Under these circumstances, it is reasonable that no dividend be charged on the capital cost of these lines. If it is not possible altogether to exempt the liability for a dividend, a concessional rate say 1 per cent or 2 per cent per annum may be charged on the capital of these branch lines. The committee, which is examining the running of these branch lines, is considering various possibilities for reducing the losses on the lines. The steps contemplated are—

1. Improvement of train services.
2. Streamlining of operation.
3. Introduction of diesel car units.
4. Possible inflation of charges to accord with higher cost of operation.
5. An assessment of the procedure for allocating expenditure and revenues to a branch line.
6. Conversion of the gauge and/or extension of the lines.

Apart from the Dividend aspect, I would like to bring to M. R's. notice that some of the lines may improve their financial position if they are converted to the same gauge as that of the main line with which they are connected, and in some other cases, there is a possibility that if a branch line is extended to connect with some important station at the other end and on another part of the main line, the line may become more remunerative and useful. Any improvement of the services on these branch lines will involve substantial amount. For these purposes, it would be necessary to set apart at least about Rs. 10 crores for rehabilitation of the lines for improving the operation and a further amount of about Rs. 25 crores for possible conversions and extensions

C. 10173—2-70—1,500